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RULES AND REGULATIONS

OF THE

Bombay Chamber of Commerce.

ADM
382-0625
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Revised and adopted down to the General Meeting of the Chamber held on 19th February 1896.

I. THE object and duties of the Chamber shall be to encourage a friendly feeling and unanimity among commercial men on all subjects involving their common good; to promote and protect the general mercantile interests of this Presidency; to collect and classify information on all matters of general commercial interest; to obtain the removal, as far as such a Society can, of all acknowledged grievances affecting merchants as a body, or mercantile interests in general; to receive and decide references on matters of usage and custom in dispute, recording such decisions for future guidance, and by this and other means assisting to form a code of practice for simplifying and facilitating business; to communicate with the public authorities, with similar Associations in other places, and with individuals on all subjects of general mercantile interest; and to arbitrate between parties willing to refer to, and abide by, the judgment of the Chamber.

II. All persons engaged or interested in mercantile pursuits desirous of joining the Chamber, and disposed to aid in carrying into effect the objects of the same, shall be admitted Members by the vote of a majority of not less than two-thirds of those voting at a General Meeting, as provided for in Rule III.; the names of candidates with their proposers and seconders to be circulated to Members three clear days before the meeting; or by a majority of two-thirds of the votes taken by ballot in the rooms of the Chamber at which at least one-fourth of the Members of the Chamber have registered their votes. The ballot to take place after seven clear days' notice to Members stating the names of the candidates proposed with their proposers and seconders, and the ballot shall remain open at least three clear days.

III. One-fourth of the firms constituting the Chamber shall be held sufficient to form any General Meeting when the same has been regularly called together—one partner representing a firm; but two or more partners of one firm being present only to count as one Member of the Chamber. That seven clear days' notice shall be given before any resolution proposing changes in the Rules of the Chamber be brought forward, and that such notice be given in writing to the Secretary, who shall circulate it for the information of the Members of the Chamber.

IV. The Chamber reserves to itself the right of expulsion in case of need, to be decided at a General Meeting by a majority of three-fourths of the Members present at such General Meeting duly convened.

V. The subscription of each firm or Member of the Chamber shall be Rs. 15 per month, and the charge for a copy of each of the publications to Members be Rs. 15 per mensem.

VI. The affairs and funds of the Association shall be managed by a Committee of nine ordinary Members, consisting of the Chairman and

Deputy Chairman of the Chamber and seven Members ; and event of the elected representative of the Chamber in the Legisla Council of His Excellency the Governor in Council not being Member of the Committee at the time of his nomination, he shall also be *ex-officio* a Member of the Committee during his term of office. The Chairman or Deputy Chairman, as the case may be, shall be *ex-officio* Chairman of the Committee, and in their absence the Committee shall elect their own Chairman. Three to be a quorum.

VII. The following shall be the rules with respect to the election of the Committee :—

1. The Committee shall consist of nine ordinary Members, one of whom shall hold the office of Chairman, and another that of Deputy Chairman of whom the two latter officers shall be elected by ballot. The elected representative of the Chamber in the Legislative Council of the Governor of Bombay shall also be *ex-officio* a Member of Committee during his term of office.
2. A separate ballot for the election of Chairman and Deputy Chairman shall take place annually on different days, between the 1st and 20th of December in each year, as may be fixed by the then sitting Committee : the election of Chairman shall take place first. The new Committee shall take office on the 1st of January in each year, and continue to act until the 31st December following. Should any delay take place in the election of the new Committee the retiring Committee shall hold office until the new Committee is formed.
3. In order that the various interests connected with the Chamber may be fully represented on the Committee, there shall be at least four Mercantile Members, and it is desirable that the remainder should severally represent the Banking, Railway and Shipping interests.
4. Two members of one Firm shall not be on the Committee at the same time.
5. No Member of the Chamber shall give more than one vote for a candidate.
6. The Secretary of the Chamber shall circulate among the Members the names of all the gentlemen who are eligible for election, seven clear days before the election takes place.
7. The retiring Committee shall appoint two days for the election of Chairman, and two days for the election of Deputy Chairman, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 6 P.M. on each day.
8. The voting shall be by papers signed by the Members and deposited in the ballot-box on the days appointed by the Committee.
9. The retiring Committee shall appoint two Scrutineers, who, at 6 P.M. on the second day of each ballot, shall open the box and declare the result.
10. Those who have the largest number of votes for the offices of Chairman and Deputy Chairman, shall be considered duly elected. In the event of the gentleman at the head of the

list for the Chairmanship or Deputy Chairmanship refusing to act, or of both refusing to act, there shall be a fresh election for either or both offices.

11. In the event of an equality of votes preventing the due election of either office-bearer, the Members of the Chamber shall vote afresh in the manner above laid down.

12. The remaining Ordinary Members of the Committee shall be nominated by the retiring Committee, in conjunction with the newly elected Chairman and Deputy Chairman ; such nomination to be submitted to the Chamber at a General Meeting for confirmation.

13. In the event of a vacancy in the Committee, the remaining Members shall have the power of filling it up, unless it be a vacancy in the Chairmanship which shall in all cases be the subject of a special ballot. A vacancy shall be considered *ipso facto* to occur if a Member remain absent from Bombay for more than two months.

14. Those eligible for seats on the Committee are partners in firms who are Members, or managers holding powers of attorney ; the officers in charge of Banking and Shipping establishments ; the representatives of Railway and Joint Stock Companies ; and those who are Members in their own right.

VIII. All questions before the Committee shall be decided by a majority, the Chairman having a second or casting vote in case of an equality of voters.

IX. The Committee shall meet on Friday, or on such other day as may be found by them most convenient, of every week, to receive and dispose of all communications and references, and to take under their consideration generally all matters embraced in the objects of the Chamber ; and their proceedings shall be laid on the table for the inspection of all Members, subject to such regulations as they may make.

X. General Meetings of the Chamber shall be held quarterly, and at such other times as may be decided upon by the Committee, for the purpose of discussing any measures of public interest which may arise, and the Committee of the Chamber shall be entrusted with the selection of subjects for discussion at such Meetings, and they shall give notice of the same to the Members at least three days before the Meeting. The Annual General Meeting shall be held in the month of January, on such day as the Committee for the time being shall direct, and seven days' notice shall be given of such Meeting. A Special General Meeting shall be called by the Chairman, or by his order, or, if there be no Chairman, by the Secretary, within seven days after the receipt of a requisition from any three Members of the Chamber, but a majority of Members qualified to vote at a Meeting shall be required to constitute such General Meeting. All General Meetings of the Chamber shall be advertised in the newspapers.

XI. The Committee are authorised to provide suitable accommodation for the meeting of the Chamber, to pay all expenses of the establishment, and to control generally the management of the affairs of the Chamber.

XII. All moneys or funds of the Chamber, as received, shall be paid into the hands of the Treasurer or Treasurers for the time being

and the same shall be available by cheques signed by the Chairman or in his absence by the Acting Chairman for the time being, and by one other Member of the Committee; and an Auditor shall be appointed by the Members annually to audit the accounts of the Chamber.

XIII. A Secretary shall be appointed by a majority of Members in such way as the Committee for the time being may point out; and it shall be the duty of such Secretary to keep the records and accounts of the Chamber, to collect subscriptions, handing the same over to the Treasurer, to conduct correspondence, and to act generally under the directions of the Committee.

XIV. All the proceedings of the Committee shall be subject to approval or otherwise of General Meetings duly convened.

XV. Any stranger engaged or interested in mercantile pursuits visiting the Presidency may be introduced as a visitor by any Member of the Chamber inserting his name in a book to be kept for the purpose, but a residence of two months shall subject him to the rule for the admission of Members.

XVI. *Honorary Members.*—Gentlemen distinguished for public services, or eminent in commerce and manufactures, may be elected Honorary Members of the Chamber, and as such shall be exempted from paying subscriptions.

XVII. An Annual Report of the proceedings shall be made, and copies sent to the similar Associations in India, China, and elsewhere.

XVIII. The foregoing Rules shall be added to, or altered, only by a majority of Members of the Chamber.

XIX. The foregoing Rules shall be copied into a book, to be kept with the records of the Chamber, and shall be printed, and a copy delivered to each Member.

RULES FOR THE ELECTION OF PORT TRUSTEES.

Rules of the Chamber as to the manner in which the Elective Trustees of the Port shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.
2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.
3. The Committee shall appoint two days, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 6 P.M. on each day.
4. Votes may be given either in person or through any one duly authorized by a member of the Chamber.
5. The Committee shall appoint two scrutineers who, at 6 P.M. on the second day of the ballot, shall open the box and declare the result.
6. The candidates who have the largest number of votes shall be declared duly elected.
7. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down.
8. In the event of a casual vacancy or the temporary absence of a Trustee, the above course shall be followed in the appointment of a substitute.

RULES FOR THE ELECTION OF MUNICIPAL COUNCILLORS.

Rules of the Chamber as to the manner in which the Members of the Municipal Corporation to be appointed by the Chamber in accordance with the City of Bombay Municipal Act III. of 1888, *shall be elected.*

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.

3. The Committee, with the concurrence of the Municipal Commissioner, shall appoint a day, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 6 P.M. on that day.

4. Votes may be given either in person or through any one duly authorised by a member of the Chamber; but the voting shall be in the manner prescribed for the election of the Chairman and Deputy Chairman of the Chamber.

5. The Committee shall appoint two scrutineers who, at 6 P.M. on the day of the ballot, shall open the box and declare the result.

6. The candidates who have the largest number of votes shall be declared duly elected.

7. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down.

8. In the event of a casual vacancy the above course shall be followed in filling the vacancy.

COUNCIL OF THE GOVERNOR OF BOMBAY.

Rules for the election of a representative of the Chamber to be proposed to H. E. the Governor in Council for nomination as an Additional Member of the Council of the Governor of Bombay for the purpose of Making Laws and Regulations, under Section 1 (4) *of the Indian Councils Act,* 1892, *for Bombay, and Notification of the Legislative Department of the Government of Bombay, under date of 30th March* 1893.

(1) The election shall be by ballot on such day as the Committee of the Chamber for the time being shall appoint.

(2) Seven clear days' notice of the day fixed shall be given to members by circular or advertisement or both.

(3) A list of the persons eligible for election shall be circulated to members by the Secretary seven clear days before the day of election.

(4) Those eligible for election shall be partners in firms who are Members or Managers holding powers of attorney; the officers in charge of banking and shipping establishments, the representatives of railways and joint-stock companies, and those who are members in their own right.

(5) The voting shall be by papers signed by members and deposited in the ballot-box which shall be placed in the Chamber from 10 a.m. to 6 p.m. of the appointed day.

(6) Two scrutineers appointed by the Committee shall open the ballot-box at 6 p.m. on the appointed day and declare the result.

(7) The gentleman who has the largest number of votes shall be declared duly elected ; but in the event of an equality of votes for two or more nominees, the Members of the Chamber shall vote afresh in the manner above laid down.

(8) In the event of a casual vacancy the above course shall be followed in electing a nominee to fill the vacancy.

COMMITTEES OF ARBITRATION.

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at may be properly recorded, and stand thereafter as precedents to regulate the settlement of similar disputes, it was decided by the Chamber, at a General Meeting held on 3rd August, 1880, to try and institute such a system as it might be hoped would attain this object. References to the Chamber shall be open to all persons ; and if any question affecting, or subject to, the custom of the trade of Bombay be submitted, with the mutual consent of those interested, to the Committee of the Chamber, the latter will take it into consideration, and, if they consider it desirable, will appoint a Special Sub-Committee of Arbitration for its settlement under the following Regulations :—

1.—A Sub-Committee shall consist of three members, of whom at least one should belong to the General Committee of the Chamber.

2.—A record book shall be kept in which all details shall be entered both as to the questions in dispute, the decisions of the Committee, &c., &c. This book shall be open to all members of the Chamber.

3.—The Sub-Committee may refer to the General Committee for instructions on any point of difficulty.

4.—With the concurrence of those interested, the Sub-Committee may take counsel's opinion or the evidence of experts, at the expense of the disputants.

5.—The Sub-Committee may decline to express an opinion on the plea that points of law are involved in the case.

6.—A unanimous opinion expressed by the Sub-Committee shall be at once communicated to the parties interested by the General Committee.

7.—Any member of the Sub-Committee dissenting from the conclusion arrived at by the other two may communicate his reasons for dissenting when the Report is handed in to the General Committee.

8.—An opinion given by the Sub-Committee from which dissent is expressed by any of the members shall be reconsidered by the General Committee.

9.—If, out of the General Committee, not less than three members consider that the expression of dissent is justified, the Sub-Committee may be asked to reconsider the case.

10.—If, on reconsideration, the opinion of the Sub-Committee remains unchanged, the decision shall be communicated to the parties interested by the General Committee.

11.—It shall be open to the General Committee to record, in such way as they may consider best, any cases which may be useful as precedents in establishing the custom of the Port.

12.—A fee of Rupees Thirty shall be payable to the Secretary of the Chamber by each of the parties to the Arbitration on filing their case, and shall be distributed as follows:—Rs. 15 to the General Funds of the Chamber, and the remainder equally among the arbitrators.

13.—In a laborious case, involving the taking of evidence and more than two sittings, the fees shall be fixed by the General Committee, and distributed in the proportions above indicated. Any extra expenses incurred shall be borne by the disputants.

The following addition to the regulations for Committees of Arbitration was passed at the Annual General Meeting of the Chamber held on 18th January 1891 :—

In the event of both parties to a dispute wishing to refer the matter to the settlement of the Chamber without, in the first instance, appointing a surveyor on either side, the Committee may undertake to deal with such disputes provided both parties agree to abide by the Chamber's decision. The fee in such cases shall be Rs. 20, of which Rs. 15 shall be paid to the arbitrator and the balance to the General Funds of the Chamber.

RULES FOR SURVEYS AND ARBITRATIONS ON PIECE-GOODS.

As agreed upon with the Native Piece-Goods Merchants' Association, 28th January 1885.

I.—Buyer and seller to have the option of selecting either an European or a Native Surveyor.

II.—The Native Surveyors to be chosen from among the following gentlemen :—

Mr. Damodher Gokuldas, of Messrs. Morarji Gokuldas & Co.
„ Mowji Premjee Toolsidas, of Premji Toolsidas, Esq.
„ Purshotam Cooverjee, of Tricamdas Purshotam, Esq.
„ Ramjee Lakhmidas.
„ Hemraj Canji.
„ Lakhmidas Bhimjee, of Messrs. Bhimjee Rowjee Sons & Co.
„ Canjee Dharamsey, of Kalidas Dharamsey, Esq.
„ Ruttonsey Damodher, of Megjee Hemraj, Esq.
„ Dharamsey Kallidas, of Ranchod Kallidas, Esq.
„ Purshotam Govindjee.
„ Burjorjee Cawasjee, of Cawasjee Temuljee, Esq.
„ Jivram Vishanjee, of Jagjeewan Govindjee, Esq.
„ Rowjee Naranjee, of Ruttonsey Canjee, Esq.
„ Liladhur Jeyram Narauji, of Messrs. Vishram Mowji & Co.
„ Narandas Thakersey Moolji, of Messrs. Thakersey Mulji Sons & Co.
„ Madhowjee Thakersey.
„ Laljee Jivraj, of Ghella Dayal, Esq.
„ Vishanjee Purshotam, of Megji Govind, Esq.
„ Jadowjee Jagjeewan, of Jagjeewan Hemraj, Esq.
„ Purshotam Govindjee, of Damodher Haridas, Esq.
„ Chaturbhoj Shivjee, of Gokuldas Shivjee, Esq.
„ Purshotam Naranjee.
„ Vithaldas Khetsey, of Purshotam Lakhmidas, Esq.
„ Mathradas Mowjee, of Gokuldas Morarji, Esq.
„ Jivandas Tricumdas.

III.—In the event of a dispute between Surveyors, the Surveyors to have the right, with the consent of their principals, to choose any umpire they can agree on.

But in the event of both principals not consenting, or in the event of the Surveyors not being able to agree together on an umpire, then the dispute must be referred to the Special Committee appointed by the Chamber of Commerce for purposes of arbitration.

IV.—This Special Committee will be composed of the following gentlemen or others as the Committee of the Chamber of Commerce for the time being may select :—

Mr. H. E. E. Procter, of Messrs. Killick, Nixon & Co.
„ C. H. Armstrong, of Messrs. Lyon & Co.
„ M. F. Reid, Bombay Company, Limited.
„ J. Fairclough, of Messrs. Finlay, Muir & Co.
„ A. N. Hill, of Messrs. Thomas G. Hill & Co.
„ M. Ostermayer, of Messrs. M. Ostermayer & Co.

Mr. R. R. Owen, of Messrs. Owen & Okell.
" John M. Heyn, of Messrs. John M. Heyn & Co.
" W. G. Mayhew, of Messrs. Forbes, Forbes & Co., Ld.
" S. A. Nichols, of Messrs. J. Duxbury & Co., Ld.
" A. McLaggan, of Messrs. C. H. B. Forbes & Co.
" Paul Masotti, of Messrs. A. Blascheck & Co.
" L. B. Ker, of Messrs. Ritchie, Steuart & Co.
" Frank M. Flower, of Messrs. Edward Bates & Co.
" A. Abercrombie, of Messrs. Latham, Abercrombie & Co.
" H. Holmes, of Messrs. Latham, Abercrombie & Co.
" T. Sharples, of Messrs. Kerr, Tarruck & Co.
" A. H. Hammond, of Messrs. Greaves, Cotton & Co.
" O. Schillizi, of Messrs. Ralli Brothers.
" J. Brandenburg, of Messrs. E. Spinner & Co.
" R. Wehrli, of Messrs. Volkart Brothers.
" J. W. Brown, of Messrs. C. Macdonald & Co.
" F. W. Shaw, of Messrs. Fleming, Shaw & Co.
" John Pollard, of Messrs. Fleming, Shaw & Co.
" E. F. Allum, of Messrs. Aldridge, Salmon & Co., Ld.

V.—The selection of arbitrators from this Special Committee will rest with the Committee of the Chamber of Commerce for the time being, one arbitrator being appointed to decide each appeal.

VI.—The fee for each arbitration will be Rs. 15, of which Rs. 5 to be paid to the Chamber and Rs. 10 to the arbitrator, loser paying subject to the provisions of the rule following.

VII.—It is to be understood that in the event of it being proved to the satisfaction of Surveyors that the importing house had previously offered an allowance in settlement of the dealer's claim equal to, or more than, the allowance granted by the Surveyors, then the whole cost of the survey shall fall on the dealers. On the other hand, if it be proved to the satisfaction of Surveyors that the dealer had offered to accept an allowance equal to, or less than the allowance decided on by the said Surveyors, then the whole cost of the survey shall fall on the importing house.

VIII.—The award of the umpire whether chosen by the arbitrators or appointed by the Committee of the Chamber is to be final, and his decision need not necessarily coincide with the opinion of either of the two previous arbitrators.

RULES AND REGULATIONS

For the Measurement by Callipers upon Exports from Bombay of Cotton, Wool, Hemp, and other Pressed Bales.

I. CALLIPERS shall from time to time be submitted to the Secretary of the Chamber of Commerce, and, if found correct, shall be branded with a stamp bearing the name of the Chamber, to indicate the same.

II. If, from use or otherwise, any Calliper should get out of order and be objected to, the party objecting shall send the Callipers to the Chamber for examination, and should the objection be valid, the Chamber's stamp shall be defaced by the Secretary. If, however, the objection is found to be groundless, the Secretary shall give a note to that effect, and the party objecting shall be bound by his decision.

III. Any Callipers found incorrect, and on which the stamp has been defaced, may be restamped after adjustment.

IV. No measurements shall be held good except such as are taken by Callipers bearing the Chamber's stamp.

V. Public Measurers shall be appointed under the authority of the Chamber of Commerce, and stationed at the different Bunders, to measure pressed bales of Cotton, Wool, Hemp, and other merchandise.

VI. A Fee, the amount of which shall in no case exceed half an anna per bale, but which may be regulated by the Chamber from time to time in order to meet the expenses of the necessary establishment, shall be levied on all bales measured by the duly appointed Measurers.

VII. No bales shall be measured without the production of the Custom House Pass bearing the endorsement of the Measurement Fee Clerk, to the effect that the Fee has been paid.

VIII. The Measurers shall measure not less than five bales in every hundred, ascertaining the length of the bale and the greatest width and depth over the lashings, and as near the centre of the bale as possible, but not over the knots.

IX. The Measurer shall give a Certificate of Measurement, which must accompany the bales to the ship or steamer, and shall furnish the Shipper with a copy thereof. This Certificate, which shall be retained by the ship, shall state—

The date and hour of measurement,	The name of the ship or steamer,
The number of the boat,	The number of bales,
The name of the tindal,	The marks of the bales,
The name of the shipper,	The measurement.

X. The Shipper shall, if required, in writing, give the Agent of the ship or steamer notice in writing, of the time when, and the name of the Bunder on which his bales will be measured, in order that the ship or steamer may be represented.

XI. The bales shall be alongside the ship or steamer within 36 hours after measurement, weather permitting, or the certificate shall be void, and the bales shall be re-measured on board, written notice, however, in such case being given to the shipper, so that he may have the option of attending.

XII. The salaries of the Measurers, and all other expenses connected with this scheme of measurement, shall be paid by the Chamber from the Fee Fund raised under these Rules.

XIII. All matters pertaining to the measurement of Cotton as defined above, including the appointment of the Measurers, the fixing of their salaries, the payment of the same, and the doing of all things necessary for a proper and economical working of the scheme, shall be placed in charge of the General Committee of the Chamber.

XIV. No refund of Measurement Fees shall be allowed for sums under one Rupee.

XV. No claim for refund shall be allowed, unless presented within one month from the date of vessel's departure.

GENERAL RATES OF COMMISSION.

Table of General Rates of Commission chargeable in Bombay, as revised by the Committee of the Chamber of Commerce, and adopted at the Genera Meeting held on the 20th June, 1889.

IMPORT, EXPORT, AND GENERAL BUSINESS.

		Per Cent.
1.	On effecting insurance on amount insured	½
2.	On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash	1
3.	On the sale or purchase of goods of all denominations (except as under)	2½
4.	On purchases of all kinds with the proceeds of goods sold, and on which a commission of 2½ per cent. has been previously charged	1
5.	On the sale or purchase of ships, of opium, and of diamonds, pearls, and jewellery of all descriptions	
6.	On the sale or purchase of treasure or bullion	
7.	On the sale or purchase of cattle	
8.	On goods consigned which are disposed of by auction or sent to a shop, on net proceeds	2½
9.	On goods consigned and afterwards withdrawn, invoice cost.	1
10.	On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale	1
11.	On attending the delivery of contract goods to the Government or individuals...	1
12.	On collecting house rent	1
13.	On sale or purchase of private Bills of Exchange	⅛
14.	On effecting remittances by Bills of Exchange	⅛
15.	On exchanging Government Securities of all descriptions, or investing money therein, and on transferring Government Paper from one constituent to another	¼
16.	On surrendering or depositing in the Treasury Government Securities of all descriptions	¼
17.	On recovering of bonds, or of bills for absentees overdue at the time of their being placed in the possession of the Agent.	1
18.	On debts when a process at law or by arbitration is necessary.	2½
19.	On debts when recovered without process of law or arbitration.	2½
20.	On managing the affairs of the estate for an executor or administrator	5
21.	On recovering funds from a bankrupt estate	2½
22.	On guaranteeing bills, bonds or debts in general, by endorsement or otherwise	½

	Per Cent.
3. On bills of exchange returned, noted or protested	¼
24. On granting and cashing letters of credit	1
25. On depositing Government paper as security for constituents.	½

NATIVE CONSIGNMENTS.

26. The recognised rate of commission in England on the sale of consignments from Bombay shall be 2½ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

SHIPPING BUSINESS.

27. On procuring freight 2½

"When the freight is payable in sterling, the Commission shall be calculated on the sterling amount at the following rates for Bank Bills, viz., at the rate for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers."

Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.

28. On collecting freight 2½

29. On tendering a vessel (if accepted) for the conveyance of troops; on the amount of the charter party 2½

30. On shipping goods of every description on which no commission for the purchase has been charged 1

31. On shipping treasure, bullion, and jewellery ... ... ⅛

32. On ship's disbursements when not in funds 1

33. On account of passage-money, whether the same passes through the Agent's hands or not 5

34. For executing orders to Charter or engage Tonnage in Bombay or at outports 2½

35. On realizing Bottomry Bonds or negotiating any loan on *respondentia* 1

36. On landing and re-shipping goods from any vessel in distress, stranded, or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold ... 1

If Opium, Indigo, Raw Silk or Silk Goods ... ... ½

If Treasure, Precious Stones, or Jewellery ... . ¼

37. On moneys expended, *i.e.*, on all disbursements made in efforts to save Ship or Cargo 2½

Note applicable to Rates of Commission generally.—When the amount on which commission is payable is stated in rupees, the commission shall be calculated in that currency; and when in sterling at the rate provided for under Rule 27 of the General Rates of Commission which fixes the rate "on procuring freight."

RULES FOR THE ELECTION OF MUNICIPAL COUNCILLORS.

Rules of the Chamber as to the manner in which the Members of the Municipal Corporation to be appointed by the Chamber in accordance with the City of Bombay Municipal Act, III. of 1888, *shall be elected.*

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.

3. The Committee, with the concurrence of the Municipal Commissioner, shall appoint a day, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 6 P.M. on that day.

4. Votes may be given either in person or through any one duly authorised by a member of the Chamber; but the voting shall be in the manner prescribed for the election of the Chairman and Deputy Chairman of the Chamber.

5. The Committee shall appoint two scrutineers who, at 6 P.M. on the day of the ballot, shall open the box and declare the result.

6. The candidates who have the largest number of votes shall be declared duly elected.

7. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down.

8. In the event of a casual vacancy the above course shall be followed in filling the vacancy.

COUNCIL OF THE GOVERNOR OF BOMBAY.

Rules for the election of a representative of the Chamber to be proposed to H. E. the Governor in Council for nomination as an Additional Member of the Council of the Governor of Bombay for the purpose of making Laws and Regulations, under Section 1 *(4) of the Indian Councils Act,* 1892, *for Bombay, and Notification of the Legislative Department of the Government of Bombay, under date of* 30*th March* 1893.

(1) The election shall be by ballot on such day as the Committee of the Chamber for the time being shall appoint.

(2) Seven clear days' notice of the day fixed shall be given to members by circular or advertisement or both.

(3) A list of the persons eligible for election shall be circulated to members by the Secretary seven clear days before the day of election.

(4) Those eligible for election shall be partners in firms who are Members or Managers holding powers of attorney; the officers in charge of banking and shipping establishments, the representatives of railways and joint-stock companies, and those who are members in their own right.

(5) The voting shall be by papers signed by members and deposited in the ballot-box which shall be placed in the Chamber from 10 a.m. to 6 p.m. of the appointed day.

(6) Two scrutineers appointed by the Committee shall open the ballot-box at 6 p.m. on the appointed day and declare the result.

(7) The gentleman who has the largest number of votes shall be declared duly elected ; but in the event of an equality of votes for two or more nominees, the Members of the Chamber shall vote afresh in the manner above laid down.

(8) In the event of a casual vacancy the above course shall be followed in electing a nominee to fill the vacancy.

COMMITTEES OF ARBITRATION.

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at may be properly recorded, and stand thereafter as precedents to regulate the settlement of similar disputes, it was decided by the Chamber, at a General Meeting held on 3rd August, 1880, to try and institute such a system as it might be hoped would attain this object. References to the Chamber shall be open to all persons ; and if any question affecting, or subject to, the custom of the trade of Bombay be submitted, with the mutual consent of those interested, to the Committee of the Chamber, the latter will take it into consideration, and, if they consider it desirable, will appoint a Special Sub-Committee of Arbitration for its settlement under the following Regulations :—

1.—A Sub-Committee shall consist of three members, of whom at least one should belong to the General Committee of the Chamber.

2.—A record book shall be kept in which all details shall be entered both as to the questions in dispute, the decisions of the Committee, &c., &c. This book shall be open to all members of the Chamber.

3.—The Sub-Committee may refer to the General Committee for instructions on any point of difficulty.

4.—With the concurrence of those interested, the Sub-Committee may take counsel's opinion or the evidence of experts, at the expense of the disputants.

5.—The Sub-Committee may decline to express an opinion on the plea that points of law are involved in the case.

6.—A unanimous opinion expressed by the Sub-Committee shall be at once communicated to the parties interested by the General Committee.

7.—Any member of the Sub-Committee dissenting from the conclusion arrived at by the other two may communicate his reasons for dissenting when the Report is handed in to the General Committee.

8.—An opinion given by the Sub-Committee from which dissent is expressed by any of the members shall be reconsidered by the General Committee.

9.—If, out of the General Committee, not less than three members consider that the expression of dissent is justified, the Sub-Committee may be asked to reconsider the case.

10.—If, on reconsideration, the opinion of the Sub-Committee remains unchanged, the decision shall be communicated to the parties interested by the General Committee.

11.—It shall be open to the General Committee to record, in such way as they may consider best, any cases which may be useful as precedents in establishing the custom of the Port.

12.—A fee of Rupees Thirty shall be payable to the Secretary of the Chamber by each of the parties to the Arbitration on filing their case, and shall be distributed as follows :—Rs. 15 to the General Funds of the Chamber, and the remainder equally among the arbitrators.

13.—In a laborious case, involving the taking of evidence and more than two sittings, the fees shall be fixed by the General Committee, and distributed in the proportions above indicated. Any extra expenses incurred shall be borne by the disputants.

The following addition to the regulations for Committees of Arbitration was passed at the Annual General Meeting of the Chamber held on 18th January 1891 :—

In the event of both parties to a dispute wishing to refer the matter to the settlement of the Chamber without, in the first instance, appointing a surveyor on either side, the Committee may undertake to deal with such disputes provided both parties agree to abide by the Chamber's decision. The fee in such cases shall be Rs. 20, of which Rs. 15 shall be paid to the arbitrator and the balance to the General Funds of the Chamber.

RULES FOR SURVEYS AND ARBITRATIONS ON PIECE-GOODS.

As agreed upon with the Native Piece-Goods Merchants' Association, 28th January, 1885.

I.—Buyer and seller to have the option of selecting either an European or a Native Surveyor.

II.—The Native Surveyors to be chosen from among the following gentlemen :—

Mr. Dandodher Gokuldas, of Messrs. Morarji Gokuldas & Co.
" Mowji Premjee Toolsidas, of Premji Toolsidas, Esq.
" Purshotam Cooverjee, of Tricamdas Purshotam, Esq.
" Ranjee Lakhmidas.
" Hemraj Canji.
" Lakhmidas Bhimjee, of Messrs. Bhimjee Rowjee Sons & Co.
" Canjee Dharamsey, of Kalidas Dharamsey, Esq.
" Ruttonsey Damodher, of Megjee Hemraj, Esq.
" Dharamsey Kallidas, of Ranchod Kallidas, Esq.
" Purshotam Govindjee.
" Burjorjee Cawasjee, of Cawasjee Temuljee, Esq.
" Jivram Vishanjee, of Jagjeewan Govindjee, Esq.
" Rowjee Naranjee, of Ruttonsey Canjee, Esq.
" Lladhur Jeyram Naranji, of Messrs. Vishram Mowji & Co.
" Narandas Thakersey Moolji, of Messrs. Thakersey Mulji Sons & Co.
" Mathowjee Thakersey.
" Laljee Jivraj, of Ghella Dayal, Esq.
" Vishanjee Purshotam, of Megji Govind, Esq.
" Jadowjee Jagjeewan, of Jagjeewan Hemraj, Esq.
" Purshotam Govindjee, of Damodher Haridas, Esq.
" Chaturbhoj Shivjee, of Gokuldas Shivjee, Esq.
" Purshotam Naranjee.
" Vithaldas Khetsey, of Purshotam Lakhmidas, Esq.
" Mathradas Mowjee, of Gokuldas Morarji, Esq.
" Jivandas Tricumdas.

III.—In the event of a dispute between Surveyors, the Surveyors to have the right, with the consent of their principals, to choose any umpire they can agree on.

But in the event of both principals not consenting, or in the event of the Surveyors not being able to agree together on an umpire, then the dispute must be referred to the Special Committee appointed by the Chamber of Commerce for purposes of arbitration.

IV.—This Special Committee will be composed of the following gentlemen or others as the Committee of the Chamber of Commerce for the time being may select :—

Mr. H. F. E. Procter, of Messrs. Killick, Nixon & Co.
" A. F. Beaufort, of Messrs. Lyon & Co.
" C. H. Armstrong, of Messrs. Lyon & Co.
" M. F. Reid, Bombay Company, Limited.
" J. L. Symons, of Messrs. Finlay, Muir & Co.
" J. Fairclough, of Messrs. Finlay, Muir & Co.

Mr. W. Brown, of Messrs. Finlay, Muir & Co.
" G. Otte, of Messrs. A. Blascheck & Co.
" C. Douglas, of Messrs. Ritchie, Steuart & Co.
" L. B. Ker, of Messrs. Ritchie, Steuart & Co.
" Frank M. Flower, of Messrs. Edward Bates & Co.
" A. Abercrombie, of Messrs. Latham, Abercrombie & Co.
" J. Black, of Messrs. Latham, Abercrombie & Co.
" J. Ellinger, of Messrs. Kerr, Tarruck & Co.
" T. Sharples, of Messrs. Kerr. Tarruck & Co.
" A. H. Hammond, of Messrs. Thos. G. Hill & Co.
" C. G. Giro, of Messrs. Ralli Brothers.
" O. Schillizi, of Messrs. Ralli Brothers.
" J. Brandenburg, of Messrs. E. Spinner & Co.
" R. S. Campbell, of Messrs. W. & A. Graham & Co.
" R. Wehrli, of Messrs. Volkart Brothers.
" E. Miller, of Messrs. C. Macdonald & Co.
" J. W. Brown, of Messrs. C. Macdonald & Co.
" F. W. Shaw, of Messrs. Fleming, Shaw & Co.
" J. P. Cornforth, of Messrs. Aldridge, Salmon & Co.

V.—The selection of arbitrators from this Special Committee will rest with the Committee of the Chamber of Commerce for the time being, one arbitrator being appointed to decide each appeal.

VI.—The fee for each arbitration will be Rs. 15, of which Rs. 5 to be paid to the Chamber and Rs. 10 to the arbitrator, loser paying subject to the provisions of the rule following.

VII.—It is to be understood that in the event of it being proved to the satisfaction of Surveyors that the importing house had previously offered an allowance in settlement of the dealer's claim equal to, or more than, the allowance granted by the Surveyors, then the whole cost of the survey shall fall on the dealers. On the other hand, if it be proved to the satisfaction of Surveyors that the dealer had offered to accept an allowance equal to, or less than the allowance decided on by the said Surveyors, then the whole cost of the survey shall fall on the importing house.

VIII.—The award of the umpire whether chosen by the arbitrators or appointed by the Committee of the Chamber is to be final, and his decision need not necessarily coincide with the opinion of either of the two previous arbitrators.

RULES AND REGULATIONS

For the Measurement by Callipers upon Exports from Bombay of Cotton, Wool, Hemp, and other Pressed Bales.

I. CALLIPERS shall from time to time be submitted to the Secretary of the Chamber of Commerce, and, if found correct, shall be branded with a stamp bearing the name of the Chamber, to indicate the same.

II. If, from use or otherwise, any Calliper should get out of order and be objected to, the party objecting shall send the Callipers to the Chamber for examination, and should the objection be valid, the Chamber's stamp shall be defaced by the Secretary. If, however, the objection is found to be groundless, the Secretary shall give a note to that effect, and the party objecting shall be bound by his decision.

III. Any Callipers found incorrect, and on which the stamp has been defaced, may be restamped after adjustment.

IV. No measurements shall be held good except such as are taken by Callipers bearing the Chamber's stamp.

V. Public Measurers shall be appointed under the authority of the Chamber of Commerce, and stationed at the different Bunders, to measure pressed bales of Cotton, Wool, Hemp, and other merchandise.

VI. A Fee, the amount of which shall in no case exceed half an anna per bale, but which may be regulated by the Chamber from time to time in order to meet the expenses of the necessary establishment, shall be levied on all bales measured by the duly appointed Measurers.

VII. No bales shall be measured without the production of the Custom House Pass bearing the endorsement of the Measurement Fee Clerk to the effect that the Fee has been paid.

VIII. The Measurers shall measure not less than five bales in every hundred, ascertaining the length of the bale and the greatest width and depth over the lashings, and as near the centre of the bale as possible, but not over the knots.

IX. The Measurer shall give a Certificate of Measurement, which must accompany the bales to the ship or steamer, and shall furnish the Shipper with a copy thereof. This Certificate, which shall be retained by the ship, shall state—

The date and hour of measurement,	The name of the ship or steamer,
The number of the boat,	The number of bales,
The name of the tindal,	The marks of the bales,
The name of the shipper,	The measurement.

X. The Shipper shall, if required, in writing, give the Agent of the ship or steamer notice in writing, of the time when, and the name of the Bunder on which his bales will be measured, in order that the ship or steamer may be represented

XI. The bales shall be alongside the ship or steamer within 36 hours after measurement, weather permitting, or the certificate shall be void, and the bales shall be re-measured on board, written notice, however, in such case being given to the shipper, so that he may have the option of attending.

XII. The salaries of the Measurers, and all other expenses connected with this scheme of measurement, shall be paid by the Chamber from the Fee Fund raised under these Rules.

XIII. All matters pertaining to the measurement of Cotton as defined above, including the appointment of the Measurers, the fixing of their salaries, the payment of the same, and the doing of all things necessary for a proper and economical working of the scheme, shall be placed in charge of the General Committee of the Chamber.

XIV. No refund of Measurement Fees shall be allowed for sums under one Rupee.

XV. No claim for refund shall be allowed, unless presented within one month from the date of vessel's departure.

GENERAL RATES OF COMMISSION.

Table of General Rates of Commission chargeable in Bombay, as revised by the Committee of the Chamber of Commerce, and adopted at the General Meeting held on the 26th June, 1889.

IMPORT, EXPORT, AND GENERAL BUSINESS.

		Per Cent.
1.	On effecting insurance on amount insured	½
2.	On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash	1
3.	On the sale or purchase of goods of all denominations (except as under)	2½
4.	On purchases of all kinds with the proceeds of goods sold, and on which a commission of 2½ per cent. has been previously charged	1
5	On the sale or purchase of ships, of opium, and of diamonds, pearls, and jewellery of all descriptions	1
6.	On the sale or purchase of treasure or bullion	1
7.	On the sale or purchase of cattle	5
8.	On goods consigned which are disposed of by auction or sent to a shop, on net proceeds	2½
9.	On goods consigned and afterwards withdrawn, invoice cost.	1
10.	On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale	1
11.	On attending the delivery of contract goods to the Government or individuals...	1
12.	On collecting house rent	1
13.	On sale or purchase of private Bills of Exchange	⅛
14.	On effecting remittances by Bills of Exchange	⅛
15.	On exchanging Government Securities of all descriptions, or investing money therein, and on transferring Government Paper from one constituent to another	¼
16.	On surrendering or depositing in the Treasury Government Securities of all descriptions	¼
17.	On recovering of bonds, or of bills for absentees overdue at the time of their being placed in the possession of the Agent.	1
18.	On debts when a process at law or by arbitration is necessary.	2½
19.	On debts when recovered without process of law or arbitration.	2½
20.	On managing the affairs of the estate for an executor or administrator	5
21.	On recovering funds from a bankrupt estate	2½
22.	On guaranteeing bills, bonds or debts in general, by endorsement or otherwise	½

		Per Cent.
23.	On bills of exchange returned, noted or protested	½
24.	On granting and cashing letters of credit	1
25.	On depositing Government paper as security for constituents.	½

NATIVE CONSIGNMENTS.

26. The recognised rate of commission in England on the sale of consignments from Bombay shall be 2½ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

SHIPPING BUSINESS.

27.	On procuring freight	2½
	"When the freight is payable in sterling, the Commission shall be calculated on the sterling amount at the following rates for Bank Bills, viz., at the rate for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers."	
	Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.	
28.	On collecting freight	2½
29.	On tendering a vessel (if accepted) for the conveyance of troops; on the amount of the charter party	2½
30.	On shipping goods of every description on which no commission for the purchase has been charged	1
31.	On shipping treasure, bullion, and jewellery	½
32.	On ship's disbursements when not in funds	1
33.	On account of passage-money, whether the same passes through the Agent's hands or not	5
34.	For executing orders to Charter or engage Tonnage in Bombay or at outports	2½
35.	On realizing Bottomry Bonds or negotiating any loan on *respondentia*	1
36.	On landing and re-shipping goods from any vessel in distress, stranded, or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold ...	1
	If Opium, Indigo, Raw Silk or Silk Goods	½
	If Treasure, Precious Stones, or Jewellery	¼
37.	On moneys expended, *i.e.*, on all disbursements made in efforts to save Ship or Cargo	2½

Note applicable to Rates of Commission generally.—When the amount on which commission is payable is stated in rupees, the commission shall be calculated in that currency; and when in sterling at the rate provided for under Rule 27 of the General Rates of Commission which fixes the rate "on procuring freight."

SHIP FREIGHT INWARDS TO BOMBAY
PAYABLE IN BOMBAY.

THE Resolutions passed at the Special General Meeting of the Chamber on the 22nd March, 1871, regulating the payment in Bombay of Freight Inward to Bombay, were, at the General Meeting on the 9th August, 1876, in consequence of the altered condition of Exchange, cancelled as on the 1st January, 1877, from which date payment will be regulated in conformity with the following Resolution :—

> "That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week."

SHIP FREIGHT OUTWARDS FROM BOMBAY
PAYABLE IN BOMBAY.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 25th January 1888 :—"That the resolution passed by the Chamber on 31st October, 1876, regarding ship freight outwards from Bombay, payable in Bombay, be altered as follows :—That freight outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation in the shipping order or charter-party to the contrary), shall be converted into Indian currency at the rate for bank bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable for bills of lading presented during the subsequent week ; on difference of freight 4½ per cent. as customary in the case of sailing ships and 2½ for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight."

ANTE-DATING BILLS OF LADING.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July, 1881 :—

"That having considered the question of ante-dating bills of lading, either on dock receipts or for goods alongside, the Chamber is of opinion that such a proceeding is open to most serious objections and might involve grave responsibilities."

SHUT-OUT CARGO.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 30th January, 1889 :—

"That the Resolution passed at the Special General Meeting of the Chamber on 22nd July 1881, respecting shut-out cargo, be amended as follows :—That in cases when shipping orders have been issued without any special stipulation in respect of shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order, shall have the right to demand a fresh shipping order in the first going vessel for the same port from the agent of the vessel that has failed to take in his cargo, and shall also be entitled to recover any losses and additional expenses which he may have incurred through his cargo being shut-out. If the agent declines or omits to grant this, the shipper should himself have the power to engage the necessary tonnage, and to claim on the said agent for any difference in freight or other expense to which he may have been put."

DETENTION OF CARGO BOATS ALONGSIDE VESSELS.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July, 1881 :—

"That while recognizing the grievance which exists, the Chamber is unable to recommend a remedy that would be mutually satisfactory to those interested."

TONNAGE SCALE AT BOMBAY.

OLD SCALE.

STEAMERS.

At the Annual General Meeting of the Members of the Bombay Chamber of Commerce, held on Tuesday, 8th October, 1872, it was proposed by G. A. Kittredge, Esq., of Messrs. Stearns, Holart & Co., seconded by Thomas Wilson, Esq., of Messrs. Antrobus & Co., and carried unanimously :—"That the subjoined Scale and the accompanying Rules be taken to regulate the steamer trade from Bombay and the Malabar Coast to the United Kingdom and the Continental Ports in Europe, in the absence of special agreement to the contrary" :—

1. That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet and 16 cwt. dead weight to the ton.
2. That Hides and Skins, whether in bales or bundles, be taken by measurement and not by weight.
3. That Oil be taken on the outside measurement of the cask.
4. That when Freight is payable on weight, the same is to be on the net weight delivered.
5. That these Rules and the subjoined Scale come into force for steamers from this date—Tuesday, 8th October, 1872.

SHIPS.

At a General Meeting of merchants held in the offices of the Chamber of Commerce, Bombay, on the 6th of June, 1856, convened by Circular under the direction of the Committee of the Chamber, William Forsyth Hunter, Esq., Chairman of the Chamber, in the chair, it was proposed by Henry Scott, Esq., of Messrs. Finlay, Scott & Co., seconded by John Campbell, Esq., of Messrs. Campbell, Mitchell & Co., and unanimously carried :—"That from and after the 1st of January, 1857, the following amended Scale be taken to regulate the Trade from Bombay and the Malabar Coast to the United Kingdom, in the absence of special agreement to the contrary."

Proposed by James Fleming, Esq., of Messrs. W. Nicol & Co., and seconded by William Trevor Roper, Esq, of Messrs. Lawrence & Co., and carried unanimously :—"That the Freight on Oil be paid on the full gauge of the cask, ascertained at the port of discharge."

Proposed by Thomas Stock Cowie, Esq., of Messrs. Remington & Co., and seconded by John Parsons, Esq., of Messrs. Cardwell, Parsons & Co., and carried unanimously :—"That when Freight is payable on weight, the same is to be on the Net Weight delivered."

(Sd.) W. F. HUNTER, *Chairman.*

At the General Meeting of the Bombay Chamber of Commerce, held on 22nd July 1881, the following Resolutions were passed :—

I. That the subject of the revision of the Tonnage Scale be laid before the next General Meeting, so that any member desiring the re-measurement of any particular article of export may have an opportunity of bringing forward his proposal by resolution.

II. That the General Committee be authorized to add new articles to the Tonnage Scale after testing them, notice being given to members by circular, and to the public by advertisement, of the time and place of such testing, and that such additions, before being formally entered in the Tonnage Scale, shall be sanctioned at a General Meeting of the Chamber.

III. That in any revision of the Tonnage Scale, which might be decided on by the Chamber, or any addition thereto, the present basis for ship and steamer tonnage shall be adhered to.

NEW SCALE.

At a General Meeting of the Bombay Chamber of Commerce, held on 20th of July 1883, the following Resolution was passed :—

That Rule I. prefixed to the Tonnage Scale be cancelled, and the following rule be substituted :—That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet to the ton but in no case to exceed 20 cwt. dead-weight.

Articles.	Steamers Old Scale.	Steamers New Scale.	Ships.
	To the Ton.	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	...	16 cwt.
Alum, in bags	16 cwt.	...	20 cwt.
Annato, in cases	40 feet.	...	50 feet.
Apparel	40 feet.	...	50 feet.
Arrowroot, in cases ...	40 feet.	...	50 feet.
Assafœtida, in cases ..	40 feet.	...	50 feet.
Bajree, in bags	16 cwt.	18 cwt.	20 cwt.
Barilla	16 cwt.	...	20 cwt.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Barley in bags	...	15 cwt.	...
* Bran in bags (pressed) ...	...	10 cwt.	...
Do. do. (unpressed)...	...	9 „	...
Bees' Wax, in cases ..	40 feet.	...	50 feet.
Betelnut, in bags	13 cwt.	...	16 cwt.
Blackwood, in straight square logs	40 feet.	...	50 feet.
Do. otherwise ...	16 cwt.	...	20 cwt.
Bone meal and bone dust ...	...	20 cwt.	20 cwt.
Bones, crushed, in bags ...	...	...	...
Do. loose	...	...	...
Books	40 feet.	...	50 feet.
Borax, in cases	40 feet.	...	50 feet.
Do. in bags	16 cwt.	...	20 cwt.
Buffalo horns, in bundles ...	...	6 cwt.	8 cwt.
Bullion	per cent.	...	per cent.
Camphor, in cases... ...	40 feet.	...	50 feet.
Canes, Rattans, in bundles ...	13 cwt.	...	16 cwt.
Cardamoms, in bundles ...	40 feet.	...	50 feet.
Cassia Lignea, Fistula, and Buds	40 feet.	...	50 feet.
Chasum	8 cwt.	...	10 cwt.
China Root, in cases ...	40 feet.	...	50 feet.
Cigars	40 feet.	...	50 feet.
Cinnamon, in bales ...	...	...	6 cwt.
Do. in cases ...	40 feet.	...	50 feet.
Cloves, in cases	40 feet.	...	50 feet,
Do. in bags or frazils ...	8 cwt.	...	10 cwt.
Coals	...	...	20 cwt.

* *Note.*—Pressed Bran to be understood as not less than 5 maunds (of 28 lbs.) in bag of 15½×25 inches.

Articles.	Steamers Old Scale.	Steamers New Scale.	Ships.
	To the Ton.	To the Ton.	To the Ton.
Cocoa, in bags	10 cwt.	...	12 cwt.
Coculus Indicus, in bags ...	13 cwt.	...	16 cwt.
Coffee, in cases	40 feet.	...	50 feet.
Do. in bags or frazils ...	12 cwt.	14 cwt.	16 cwt.
Coir, in bales	40 feet.	...	50 feet.
Do. in bundles or loose ...	5 cwt.	...	6 cwt.
Do. Rope, in coils ...	40 feet.	...	8 cwt.
Colocynth, in cases ...	40 feet.	...	50 feet.
Colombo Root, in bags ...	8 cwt.	...	14 cwt.
Copra, in robins	8 cwt.	8 cwt.	12 cwt.
Do. in bags	...	...	12 cwt.
Cut Copra in bags	...	11 cwt.	...
Coral, Rough (not specimen), in bags	16 cwt.	...	20 cwt.
Cotton Seed	...	13 cwt.	...
Cotton, in bales	40 feet.	...	50 feet.
Cowries, in cases	40 feet.	...	50 feet.
Do. in bags... ...	16 cwt.	...	20 cwt.
Cubebs	10 cwt.	...	12 cwt.
Cummin Seed, in cases ...	40 feet.	...	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed.	13 cwt.	...	16 cwt.
Dates, wet	16 cwt.	...	20 cwt.
Do. dry	13 cwt.	...	16 cwt.
Dhall, crushed in bags ...	...	17 cwt.	...
Dragon's Blood, in cases ...	40 feet.	...	50 feet.
Ebony, square and straight...	40 feet.	...	50 feet.
Do. otherwise	16 cwt.	...	20 cwt.
Elephants' Teeth, in cases ...	40 feet.	...	50 feet.
Do. in bundles..	14 cwt.	...	18 cwt.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Elephants' Teeth, loose ...	16 cwt.	...	20 cwt.
Fennel Seed	...	10 cwt.	...
Fenugreek or Methey Seed ...	...	17 cwt.	...
Flour in bags	...	18 cwt.	...
Flour middlings, or sharps, in bags	...	12 cwt.	...
Furniture	40 feet.	...	50 feet.
Galingals	10 cwt.	...	12 cwt.
Galls, in bags	13 cwt.	...	16 cwt.
Do. in cases	40 feet.	...	50 feet.
Ginger, dry, in cases ...	40 feet.	...	50 feet.
Do. in bags ...	10 cwt.	...	12 cwt.
Gram, in bags	15 cwt.	17 cwt.	20 cwt.
Groundnuts, shelled ...	13 cwt.	...	16 cwt.
Do. unshelled ...	...	6 cwt.	8 cwt.
Gums, of all kinds, in cases...	40 feet.	...	50 feet.
Gum Olibanum, in bags ...	13 cwt.	...	16 cwt.
Hurtall, in cases	40 feet.	...	50 feet.
Hemp, in screwed bales ...	40 feet.	...	50 feet.
Do. loose or in bundles ...	5 cwt.	...	7 cwt.
Hides&Skins,in screwed bales	40 feet.	...	50 feet.
Do. loose & in small bundles	40 feet.	...	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	...	16 cwt.
Do. Deer, loose... ...	6 cwt.	...	8 cwt.
Horn Tips, of any kind ...	13 cwt.	...	16 cwt.
Indigo, in cases	40 feet.	...	50 feet.
Iron, old...	...	20 cwt.	20 cwt.
Iron rails	...	20 cwt.	20 cwt.
Jackwood	40 feet.	...	50 feet.
Jowaree, in bags	16 cwt.	18 cwt.	20 cwt.
Lac Dye, in shells or cases ...	40 feet.	...	50 feet.

ARTICLES	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Lang, in bags	16 cwt.	18 cwt.	20 cwt.
Do. crushed, in bags ...	...	17 cwt.	...
Linseed, in bags	16 cwt.	...	18 cwt.
Mace, in cases	40 feet.	...	50 feet.
Maize, in bags	...	16 cwt.	...
Mother-o'-Pearl, in cases	40 feet.	...	50 feet.
Do. in bags ...	16 cwt.	...	20 cwt.
Mowra Flowers	16 cwt.	18 cwt.	20 cwt.
Mowra Seed, in bags ...	13 cwt.	...	16 cwt.
Munjeet or Madder Root, in cases or bales..	40 feet.	...	50 feet.
Do. in bundles or bags...	8 cwt.	...	12 cwt.
Musk, in cases	40 feet.	...	50 feet.
Mussor, in bags	16 cwt.	20 cwt.	20 cwt.
Myrabolams, in bags ..	13 cwt.	...	16 cwt.
Niger Seed	14 cwt.	...	17 cwt.
Nutmegs, in cases... ...	40 feet.	...	50 feet.
Nux Vomica, in cases ...	40 feet.	...	50 feet.
Do. in bags ...	13 cwt.	...	16 cwt.
Oil, of any kind, in casks ...	40 feet.	...	210 Im. gals.
Oil-seeds—			
Castor Seed, known as Bold Cawnpore description	...	10 cwt.	17 cwt.
Castor Seed, other sorts ...	...	13 cwt.	17 cwt.
Teel or Gingelly Seed ...	14 cwt.	15 cwt.	...
Rape Seed	14 cwt.	16 cwt.	...
Mustard Seed	14 cwt.	16 cwt.	...
Opium	per chest.	...	per chest.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Paddy, in bags	13 cwt.	...	16 cwt.
Pepper, in bags	13 cwt.	...	16 cwt.
Pimento...	12 cwt.	...	14 cwt.
Plumbago, in bags ...	16 cwt.	...	20 cwt.
Poppy Seed, in bags (1½ cwt.)	14 cwt.	...	17 cwt.
Do. double bags (1½ ,,)	13 cwt.	...	16 cwt.
Poppy Seed, single bags (1¼ cwt.)	14 cwt.	...	17 cwt.
Do. double bags (1¼ ,,)	14 cwt.	...	17 cwt.
Rattans, in bundles ...	13 cwt.	...	16 cwt.
Do. Ground	13 cwt.	...	16 cwt.
Red Wood	13 cwt.	.	16 cwt.
Rhubarb, in cases	40 feet.	...	50 feet.
Rice, in bags	16 cwt.	18 cwt.	20 cwt.
Safflower, in cases . ..	40 feet.	...	50 feet.
Do. in screwed bales ...	40 feet.	...	50 feet.
Do. in bags	8 cwt.	...	10 cwt.
Sago, in cases	40 feet.	...	50 feet.
Sal Ammoniac, in cases ...	40 feet.	...	50 feet.
Do. in bags ...	15 cwt.	...	18 cwt.
Salt	...	28 Indian maunds of 82⅔ lbs.	28 Indian maunds of 82⅔ lbs.
Saltpetre	16 cwt.	20 cwt.	20 cwt.
Sandal and Sapan Wood ...	11 cwt.	...	16 cwt.
Sealing Wax, in cases ...	40 feet.	...	50 feet.
Senna, in bags	5 cwt.	...	6 cwt.
Do. in bales	40 feet.	...	50 feet.
Shells, Rough, in bags ...	16 cwt.	...	20 cwt.
Silk, in bales	8 cwt.	...	10 cwt.
Do. in cases ...	40 feet.	...	50 feet.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Soap, in cases	40 feet.	...	50 feet.
Sugar, in double bags ...	...	19 cwt.	20 cwt.
Talc	16 cwt.	...	20 cwt.
Tallow	40 feet.	...	50 feet.
Tamarinds	15 cwt.	...	18 cwt.
Tea, in chests	40 feet.	...	50 feet.
Timber, Teak : Square Planks and Poon ...	40 feet.	...	50 feet.
Do. Round, one-fifth off ...	...	...	...
Tobacco, in bales	40 feet.	...	50 feet.
Tortoise Shells, in chests ...	40 feet.	...	50 feet.
Turmeric, in bags	11 cwt.	...	13 cwt.
Tutenague	16 cwt.	...	20 cwt.
Unrated Wood	11 cwt.	...	14 cwt.
Weed Seed (in bags) ...	...	10 cwt.	...
Whanghees (*vide* Canes) ...	13 cwt.	...	16 cwt.
Wheat	16 cwt.	18 cwt.	20 cwt.
Wines and Spirits, in casks. .	40 feet.	...	50 feet.
Do. in cases. ..	40 feet.	...	50 feet.
Wool, in screwed bales ...	40 feet.	...	50 feet.
Zedory	16 cwt.	...	20 cwt.

*** The Standard Ton at Bombay for Measurement Goods shall be taken at 50 cubic feet for ships.

SCALE OF LANDING CHARGES.

CHARGEABLE TO CONSIGNEES FOR THE LANDING OF GOODS.

Sanctioned by the Bombay Chamber of Commerce, at the Annual General Meeting of the Members held on the 30th of October, 1877.

[These rates are understood to be maximum rates and to cover landing, cranage, and delivery on the Bunder, but not Bunder Fee.]

Articles.	How Charged.	Rs.	a.	p.
Almonds	Bag.	0	1	0
Alum	Ton.	1	4	0
Arrowroot	In moras of 1½ cwt.	0	2	0
Do.	In cases of 1 cwt.	0	2	0
Asphalte	Ton.	1	4	0
Assafœtida	Bag.	0	6	0
Beer and Porter	Hogshead.	0	8	0
Beads	Case.	0	5	0
Boilers	...	Special.		
Books	Ordinary Case.	0	5	0
Boots	Case.	0	5	0
Borax	Do.	0	5	0
Brassware (with cranage)	Ton.	1	12	0
Do. (without do.)	Do.	1	4	0
Brass Leaves	Case.	0	2	0
Bricks, Fire	Ton.	1	4	0
Bullion	...	Special.		
Camphor	Case.	0	4	0
Do.	Tub.	0	1	6
Candles	Cwt.	0	3	0
Canvas	Bale.	0	5	0

Articles.	How Charged.	Rs.	a.	p.
Cardamoms	Bag.	0	2	0
Do.	In cases of 2 cwt.	0	6	0
Carpets	Package.	0	7	0
Carriages	Each.	8	0	0
Cashewnuts	Bag.	0	2	0
Cassia	Case.	0	3	0
Cement	Ton.	1	12	0
Chalk	Do.	1	4	0
Chillies	Bag.	0	1	0
Cheroots	In cases of 10,000	0	8	0
Clay, China, or Fire	Ton.	1	12	0
Cloves	Bag not exceeding 1½ cwt.	0	1	3
Cochineal	Case.	0	5	0
Cocoanuts	Bundle.	0	2	0
Coal (on the South of the P. & O. Co.'s Dock)	Ton.	0	12	0
Do. (on the North of the P. & O. Co.'s Dock)	Do.	1	0	0
Coffee (in Bags)	Do.	1	8	0
Coir	In bundles of cwt.	0	1	0
Copper and Yellow Metal (in Cases)...	Ton.	1	12	0
Do. do. (in Cakes or Slabs)	Do.	1	6	0
Copra	Bag.	0	1	0
Do.	Robbin.	0	2	0
Copperas or Sulphate of Copper ..	Ton.	1	12	0
Cotton, Full-pressed Bales	Bale.	0	5	0
Do. (Unpressed) in Docras and Half-pressed Bales... ...	Cwt.	0	1	6
Crackers	Case.	0	4	0
Crockery	Cask or Crate.	1	0	0
Dates, dry (in Mats or Bags)... ...	Cwt.	0	1	0

ARTICLES.	How Charged.	Rs.	a.	p.
Dates wet (in Mats or Bags)	Cwts.	0	1	0
Drugs	Bag or Case.	0	5	0
Fishmaws and Sharkfins	Bag.	0	4	0
Flax	Bale.	0	5	0
Flour	Ton.	1	12	0
Fruits, dried (in Bags, &c.)	Cwt.	0	1	0
Ghee	Dubber.	0	4	0
Ginger, dried	Case or Bag.	0	3	0
Glass, Window	Case.	0	2	0
Grain of all sorts	Bag.	0	1	0
Groundnuts	Do.	0	1	0
Gums (in Bags)	Cwt.	0	1	0
Gunny Bags	Bale.	0	6	0
Do. Bundles (Bundle of 50) ...	Bundle.	0	1	0
Haberdashery and Millinery ...	Small Case.	0	4	0
Do. do.	Large do.	0	6	0
Hardware (with cranage)	Ton.	1	12	0
Do. (without do.)	Do.	1	4	0
Hides (in pressed Bales)	Cwt.	0	1	0
Indigo	Case.	0	6	0
Ironmongery (with cranage)	Ton.	1	12	0
Do. (without do.)	Do.	1	4	0
Iron (Loose and in Bundles)	Do.	1	4	0
Do. Pig	Do.	1	0	0
Jaghery	Bag.	0	1	0
Jute	Bale.	0	5	0
Lashings	Do.	0	5	0
Lead Sheets	Ton.	1	12	0
Lead, Pig	Do.	1	4	0
Mace	Case.	0	3	0

Articles.	How Charged.	Rs.	a.	p.
Machinery (weight or measurement as per Bill of Lading)	In pieces under a ton, per ton.	1	12	0
Marble Slabs...	Do.	2	0	0
Matches	Case.	0	5	0
Mats of sorts...	Cwt.	0	1	0
Medicine	Case.	0	5	0
Millinery and Haberdashery... ...	Small Case.	0	4	0
Do. do.	Large do.	0	6	0
Nuts of sorts (in Bags)	Cwt.	0	1	0
Nutmegs (in Bags or Cases)	Do.	0	1	0
Oils (in Casks)	Ton.	2	0	0
Oil (Kerosine)	Case.	0	1	0
Oilmanstores	Large Case.	0	3	0
Do.	Small do.	0	1	0
Paper	Bale or Case.	0	5	0
Do. China	Do.	0	3	0
Paint (in Oil)	Ton.	2	8	0
Pepper (in Bags)	Cwt.	0	1	0
Pianos	Each	5	0	0
Piece Goods from Europe	Bale or Case.	0	5	0
Porter and Beer	Hogshead.	0	8	0
Quicksilver	Bottle.	0	3	0
Red Lead	Ton.	1	12	0
Rice	Bag not exceeding 1½ cwt.	0	1	0
Rope (with cranage)	Ton.	2	0	0
Do. (without do.)	Do.	1	8	0
Saffron...	Case.	0	5	0
Safflower	Bag.	0	2	0
Saltpetre (in Bags)	Cwt.	0	1	0
Seeds, in Bags	Do.	0	1	0

ARTICLES.	How Charged.	Rs.	a.	p.
Sharkfins and Fishmaws	Bag.	0	4	0
Shells (Mother-o'-Pearl), in Bags ...	Cwt.	0	1	0
Shellac	Case.	0	4	0
Silk, China	Bale.	0	6	0
Do. Pieces	Case.	0	6	0
Skins, Goat (in Bales or Bundles) ...	Cwt.	0	1	0
Spelter	Ton.	1	4	0
Spices, in Bags or Cases	Cwt.	0	1	0
Spirits, Wine and Beer, per dozen Quarts or 2 dozen Pints	Dozen.	0	1	0
Stationery	Package.	0	5	0
Steel (in Kegs and Loose)	Ton.	1	4	0
Sugar	Bag not exceeding 1½ cwt.	0	1	3
Sulphur	Ton.	1	12	0
Tallow	Cask.	0	5	0
Tea	Half Chest.	0	1	0
Do.	Whole do.	0	2	0
*Tiles (Roofing and Flooring) ...	Ton.	1	4	0
Timber, Logs and Squares	Ton of 50 C. Feet.	1	4	0
Do. Scantlings, Shingles, &c. ..	Do.	1	8	0
Tin Plates (in Boxes)	Ton.	1	4	0
Tobacco...	Case.	0	4	0
Turmeric	Bag.	0	1	0
Tusks, Elephant	Bundle.	0	6	0
Do. do.	Piece.	0	2	0
Twist or Yarn	Bale.	0	5	0
Umbrellas	Case.	0	5	0
Vermilion	Do.	0	4	0
Wine and other Liquors	Hogshead.	0	10	0

* Sanctioned at the Annual General Meeting of the Chamber held on 13th January, 1886.

ARTICLES.	How Charged.	Rs.	a.	p.
Wine and other Liquors	Quarter-Cask.	0	5	0
Wool, Pressed	Bale.	0	5	0
Do. Unpressed	Bora.	0	8	0
Yellow Metal and Copper (in Cases) ...	Ton.	1	12	0
Do. do. do. (in Cakes & Slabs)	Do.	1	6	0

Bombay Port Trust.

BYE-LAWS FOR THE REGULATION AND MANAGEMENT OF THE DOCKS.

Bye-laws for the Regulation and Management of the Docks of the Bombay Port Trust, made under the provisions of Section 73 of Act VI., the "Bombay Port Trust Act" of 1879, and approved by the Government of Bombay under section 74 of the same Act.

1. Before a vessel is brought into the Dock Channel, the Master shall furnish to the Dock Master, and will verify the correctness thereof by his signature, the full information required on the printed form attached (Appendix A), which will be supplied on application, and ordinarily, *i.e*, except with Mail Steamers, vessels belonging to regular lines, or under other special circumstances, no vessel shall enter the Dock Channel until a permit has been obtained from the Dock Master on the form given in Appendix B. The entire responsibility for any accident whatever, which may result from inaccurate or incorrect information having been furnished, will, in addition to the prescribed penalty, devolve upon the Master or Owners of the vessel furnishing it.

2. Masters of vessels shall obey all directions of the Dock Officers in relation to the rotation and manner of navigating the Dock Channels and of coming into or going out of Dock, and shall not offer any obstruction to the opening or shutting of gates; and no person shall open or shut, or attempt to open or shut, any Dock Gate, Sluice or Valve, nor any Swing Bridge, without the authority of the Dock Officers.

3. No vessels shall attempt to navigate under sail within the Dock Channel or Entrances, but steam power will be employed, and steam vessels should have their engines in readiness and available for this purpose, supplemented by a Tug if required. In the event of efficient steam power not being provided by the Master or Owners, or when necessary, the Dock Master is authorized to employ the Trustees' or other available Steam Tug for duties in connexion with vessels docking, undocking, or navigating the Channel, and the Master or Owners of the vessels will be charged at a fixed rate for the use thereof.

4. Vessels on entering the Dock Channel shall have a boat with four men in attendance for running out lines to the Pier Heads for hauling into Dock, and shall have in readiness, and supply for use, such (steel wire or other) hawsers as may be required, also guy lines, of at least 30 fathoms in length for each bow and quarter, and such other ropes, lines, and fenders, &c., as may be necessary to facilitate and to protect the vessel from injury whilst hauling into or out of Dock, and failing these being provided by the vessel the same may be supplied by the Dock Master, and a fee of Rs. 30 shall be paid by the Master or Owners for the use thereof. In the latter case, although endeavours will be made to provide efficient ropes, hawsers, &c., for this purpose, the Trustees or their Officers will not be responsible for accidents resulting in damage to the vessel from their proving defective or inefficient or from their breaking whilst in use.

5. Vessels shall have their lower yards peaked when hauling into or out of the Docks, or when navigating the Dock Channels, or removing from one part of the Dock to another, or when lying therein; the spritsail yard or whiskers shall be fore and aft, and all other yards braced within the beam; the jib-boom is to be run in within three feet from the bowsprit cap; the flying jib-boom, studding sail booms, and irons (if any) are to be taken off; the main or mizen-boom and stern davits are to be rigged within the taffrail; the quarter davits and bumpkins rigged in within the beam of the vessel; and the flukes of the anchors are to be above water; and immediately after having been brought into Dock the anchors shall be got in on the forecastle rail or deck, with the stocks placed in a vertical position close to the cat-head; or else, should any anchor be carried man-o'-war fashion with the pea projecting outside the covering board, the anchor must be provided, as a safeguard against accidents, with a strong piece of wood fixed diagonally from where the stock of the anchor joins the shank to the outer pea, so as to prevent the fluke forming a hook, and any accident resulting from the want of this provision will be at the special risk of the Master or Owner of the vessel.

6. All exhaust steam or water from winches or other machines on board vessels in the Docks must be led down the side of the ship to below coping by a hose or other effective appliance.

7. Masters or Owners shall employ and have in readiness a sufficient number of riggers, labourers, appliances, &c., on board and on shore for working vessels in, out of, and about the Channels, Entrances, and Docks; failing this being done, or whenever necessary, the Dock Officers may employ such number of quantity of either or all of them as may be necessary, at the risk and expense of the Master or Owners.

8. Masters or other persons in charge of vessels in the Harbour near the entrance to the Dock Channel, or in the fairway of the Channel, or near the Dock Entrances, shall remove the vessels when required to do so by the Dock Officers, and in the event of their failing to do so promptly, the removal may be effected under the orders of the Dock Officers; the expense in the latter case shall, in addition to the prescribed penalty, be paid by such Masters of vessels.

WITH RESPECT TO THE MANAGEMENT OF THE DOCKS AND QUAYS.

9. Agents, Charterers or Masters of vessels shall send to the Dock Superintendent's Office separate written application for each vessel desiring to enter the Dock, stating vessel's name, and whether laden with coal, or other cargo, or in ballast.

10. Steamers bringing import general cargoes or State Railway stores desirous to discharge on the Dock wharf shall get preference over all other vessels waiting for berths even without previous application, and shall be assigned earliest berths after arrival. Steamers belonging to regular lines may, under special agreement, have berths reserved for them called preferential berths.

11. A vessel lying in Dock without cargo waiting for charter or cargo, and not working, must give up her berth if required to a working vessel.

12. A vessel which may have remained in the Dock idle for five days may be ordered out of Dock by the Superintendent, should the space she occupies, whether next to the quay or not, be required.

13. Should a vessel in three weather working days load less than 500 tons, she will be liable to have to give up her berth to a working vessel.

14. Should a vessel in eight days load less than 2,000 tons, she will be liable to be ordered out of Dock.

15. A preferential use of cranes will be given for discharge of import cargo.

16. Trucks not removed beyond the Dock fence as soon as loaded will be liable to be removed by the Dock authorities at the risk and expense of the owners of the goods.

17. A vessel having discharged imports shall have the right to remain in her berth to load, only if the spaces emptied by discharge are at once filled with exports. Any delay in doing this will cause a vessel to forfeit her right to remain in her unloading berth, and if thus moved she shall take her turn for a fresh berth with vessels that may enter the Dock only to load.

18. In the case of vessels arriving in ballast, the Port Officer shall furnish the Dock Superintendent with a daily return of the arrival and hour of anchoring of such vessels, and the Pilot's return to the Port Officer on these points shall decide the order in which such vessels shall obtain berths in the Dock, provided that application for a berth has been made previous to or on arrival.

19. Steamers arriving coal-laden and intending to load in Dock shall be allowed to enter the Dock whenever they have discharged not less than 87½ per cent. of their cargo. They shall be allowed to discharge the remaining 12½ per cent. of their cargo in Dock overside into boats on payment of the usual charges. Masters shall furnish to the Dock Superintendent, through their agents, certificates of date and hour when 87½ per cent. of their cargo has been discharged, and the Dock Superintendent shall have the right to verify the correctness of the certificate by examination of boat notes, or otherwise, as he may think fit. Time of discharge of 87½ per cent. of her cargo shall decide the turn a vessel is to take, always provided that she has previously applied for a berth.

20. No berth shall be named or shed set aside for any vessel until she is reported ready to enter the Dock, when, if a berth is available, the Dock Superintendent will inform the Dock Master, who, in his turn, will intimate to the vessel the berth assigned, and will arrange for docking her.

21. No vessel shall be entitled to a berth until one has been specially allotted at the Dock Master's Office.

21A. If the Dock Superintendent considers that there is good reason why a vessel should not be admitted into the Dock, he may refer the question to the Chairman, and, pending the Chairman's decision, he may refuse to allot a berth.

22. Stage or pontoon berths shall be used when practicable, and when the necessary quay space can be made available.

23. The "Ibis" wharf shall be considered a loading berth, and a vessel so berthed shall haul off when packages weighing over 1½ tons require to be discharged there from any other vessel.

24. Vessels loading by stage, or by pontoon, or at the "Ibis" wharf, shall get full quay side berth in turn, when one becomes vacant in preference to other vessels that have not entered the Dock.

25. Whenever it is desirable to allow a vessel not entitled to a preferential berth to occupy such a berth until required by a vessel having a right to it, this may be done, the Dock Superintendent taking from the Captain, Agent, or Charterer, who may apply for the berth, a written agreement to remove from the shed or quay of the berth previously occupied to that of the new berth such cargo as may have been brought down for the vessel more than one day before the transfer of the vessel from one berth to another, such removal being at the cost and risk of the Captain, Agent or Charterer, who applies for the berth. Should the removal not be effected at once, the Dock Superintendent shall have power to carry it out, recovering the cost from the Captain, Agent or Charterer, as the case may be. The Trustees shall remove free of charge to the new shed or quay such cargo as may have been brought for the vessel not more than one day before the transfer to the new berth.

26. All vessels while in Dock are in the charge of the Masters and owners, and it is the duty of the Master, Officers, and Crew to transport their respective vessels with their own warps and appliances under their own responsibility to or from any part of the Dock, and to see that all gangways are securely placed, and that all hatches are covered and secured to guard the safety of life and property at sunset or when not in use, for which the Ship's Officers are alone responsible.

26A. Between sunset and sunrise two lights in properly secured lanterns shall be exhibited at the gangway of every vessel having a quay side berth in Dock. One light to be fixed at the ship end of the gangway and one at the quay end of the said gangway.

27. On a vessel entering the Dock, the Berth to be occupied will be pointed out by the Dock authorities, and the vessel will be placed there by the Master and Crew, the assistance of an Assistant Dock Master or Berthing Master being afforded if requested. The same assistance will also, if requested, be given in the case of a vessel leaving the Dock. It must, though, be distinctly understood that the official so sent to assist does not take any pilotage charge or any responsibility, and is only present to advice as to what appears to him to be the readiest means and use of appliances by which to reach or leave the berth allotted to the vessel.

28. No vessel shall be permitted to enter or leave the Dock or to be moved from one berth to another in Dock unless the Master is on board and in actual command, the only exceptions to this being when the Chief Officer holds a Master's Certificate, or this not being so, in case of the death of the Master, or when, owing to his serious illness, he is unable to perform his duties.

29. Master and Owners of vessels shall obey the directions of, and shall offer no obstruction to, Dock Officers as to the mooring, unmooring, moving or removing any vessel from one part of the Dock to another part; or in regulating the position, loading, and discharging of such vessels, and the Quay space to be occupied by such vessels; and all expenses incurred by Dock Officers in carrying out this enactment shall, in addition to the prescribed penalty, be also paid by such Masters or Owners; but no vessel shall be removed from its berth without the consent of the Dock Master being obtained in writing as to the mode and time of removal.

30. The Dock Superintendent may himself, or through the Dock Master or other officer, direct any vessel to move from one berth in the Dock to another, provided that a vessel having a Quay side berth (unless occupying a preferential berth under the provisions of Bye-law No. 25, or having only one hatch to load up), shall not be shifted to a stage or pontoon berth, and provided that the berth to which such vessel is about to be shifted is vacant. The Trustees shall remove free of charge to the new shed or quay (or in the case of a vessel occupying a stage or pontoon berth into boats alongside as they may decide) such cargo as may have been brought for the vessel before the transfer to the new berth. The Trustees will not be responsible for any necessary delay which may be caused to a vessel in effecting a transfer under this Bye-law or under Bye-law No. 25.

30A. A vessel desiring to discharge coal overside, may be allowed to do so, should the Dock Superintendent be able to allot a berth, where injury is not likely to be done to another ship or to cargo by coal dust, but should, before the whole of the coal is discharged, there be, in the opinion of the Dock Superintendent, a prospect of injury from its dust, the vessel must be removed either to another berth, should one be available, at which injury from coal dust is unlikely, or, out of the Dock, as the Dock Superintendent may direct.

NOTE.—This is to apply not only to ordinary vessels, but to those of lines having preferential berths, and also to those discharging coal under Dock Bye-law No. 19.

31. All vessels in Dock shall be kept so loaded or ballasted as to allow of their being safely removed in the event of fire or other emergency arising.

32. A fair proportion of Quay space, so far as available, shall be appropriated to each vessel, and in case of difference or dispute it shall be determined by the Dock Superintendent.

33. Vessels occupying Quay side berths shall give such facilities for loading and discharging cargo to and from vessels occupying outside berths as the Dock Superintendent may consider reasonable, and the Trustees will not be responsible for delay, demurrage, or otherwise, by reason of overside loading or discharge being impeded by vessels being over-lapped or double banked.

33A. Vessels requiring to carry out repairs in the Wet-Docks may do so when a berth can be made available, on condition that when such berth is required for a working vessel it must be at once vacated for an off-side berth.

34. No ballast, baskets, bottles, oakum, stones, or other loose material shall be laid upon any Quay or Pier within three yards from the margin of the Dock or Harbour.

34A. No cargo, goods, ballast, ashes or other substance, or rubbish shall be thrown or allowed to fall into the dock channels or dock or from any pier and quay, and if when discharging, unloading, loading or handling cargo from or into any vessel or otherwise, howsoever, any cargo, goods or substance falls as aforesaid, the master of the vessel so discharging, unloading or loading or handling such cargo, goods or substance as aforesaid, as well as the stevedore and ship's officer in charge of the unloading or loading or handling of such cargo, goods or substance, and in any other case the person who for the time being had charge of the said cargo, goods or substance, shall be liable to a penalty in respect thereof not exceeding Rs. 100.

34B. In the event of any such cargo, goods or substance being thrown or allowed to fall as mentioned in the foregoing bye-law, the master of such vessel as aforesaid, and the stevedore and ship's officer in charge or in any other case the person in charge of the said cargo, goods or substance as mentioned in the foregoing bye-law, shall immediately take measures to have the said cargo, goods or substance taken out of the water, and in the event of failure to do so within eighteen (18) hours from the receipt of notice by the Dock Superintendent calling upon any such party or parties to take such steps as aforesaid, the master of the said vessel and the party or parties aforesaid shall be liable to a fine not exceeding Rs. 100, and the Dock Superintendent may remove such cargo, goods and substance at the expense of such defaulting party or parties as aforesaid, and such expenses shall be recovered from such party or parties. In the event of any such cargo, goods or substance being thrown or falling as aforesaid, the master of the said vessel and the party in whose charge the cargo, goods or substance were at the time, shall be responsible for all damage which may occur in consequence.

34C. In the event of any cargo, goods or substance being thrown or allowed to fall as mentioned in the foregoing bye-laws, the master of the vessel as aforesaid and the stevedore and ship's officer in charge of the unloading or loading as aforesaid, and in any other case the person who for the time being had charge of the cargo, goods or substance, shall forthwith give notice of the occurrence and furnish all particulars, connected therewith to the Dock Superintendent.

WITH RESPECT TO THE LOADING AND UNLOADING OF CARGOES, AND THE TRANSPORT, DEPOSIT, AND STORAGE OF GOODS ON THE QUAYS, WHARVES AND PREMISES OF THE DOCKS, AND REMOVAL THEREFROM.

35. No person shall without authority pump or throw into the water or deposit on the Quays, in the Sheds, or in any other part of the Dock enclosure, any ashes, bilge-water, cinders, dirt, dung, dust, rubbish, sewerage, refuse or shavings.

36. Masters of vessels loading or discharging ashes, ballast, bricks, cinders, coals, dust, lime, rubbish, shingle, stones, tiles, or any other loose matter or thing, shall use for such purpose a canvas cloth or wooden shoot, to the satisfaction of the Dock Master. Ashes, cinders, dust and rubbish must be landed on the Quay in such place as may be directed by the Dock Superintendent, and removed by carts. A single wharfage rate will be charged for the first day after landing, and if by that time the ashes, &c., shall not have been removed, they will become the property of the Trust, and the wharfage rate will not be charged. Coals, coke, and other loose materials must not be discharged into cotton or other low-sided boats, but into boats with sides of sufficient height to prevent any of the cargo falling overboard into the Dock.

37. Vessels shall not be repaired in such manner as to allow any cotton or other loose material, or any chips, pieces of wood, or other like material, to fall into any Dock, Basin or Entrance, or without having a canvas shoot or other safeguard so secured from the side as to prevent such cotton, &c., from so falling.

38. No stages, planks, or poles provided by the Trustees for vessels loading or discharging shall be used without a written order from the Dock Superintendent; and when the discharging or loading is completed, they shall be replaced on the Quay as the Dock Superintendent may direct; and all loss or damage thereto shall be made good at the expense of parties using them. All stages, planks or poles not provided by the Trustees after use in discharging or loading shall be removed within two working hours from the Dock Quays.

39. No vessel shall commence discharging her cargo in the Dock until after she has been moored at a berth appointed for her discharge.

40. The Trustees will not take charge of, or be responsible for, any goods discharged from any vessel when the same is not properly berthed according to the Trustees' rules.

41. Masters of vessels about to discharge at the Dock shall not break bulk until a true copy of the Manifest, or the Master's copies of the Bills of Lading have been deposited in the Dock Superintendent's Office. The copies of the Bills of Lading shall be returned after discharge of the inward cargo.

42. Masters of vessels shall not refuse or neglect to produce any book, voucher, or other document in connection with the landing or shipping of cargo.

43. No cargo shall be discharged from a vessel except under the superintendence on board of such vessel of the Master of such vessel or of a licensed Stevedore or Muckadam. Such Master, Stevedore or Muckadam shall see to, and be personally responsible for, the proper slinging of cargo on board of such vessel when discharging.

44. Masters of vessels and the Stevedores or Muckadams, who may be employed on such vessels, shall see and be severally personally responsible, that goods, weighing over 1½ tons, are not hoisted by the ordinary 30 cwt. Dock cranes.

When the Dock cranes are used for lifting anything they must be used alone, no other lifting gear being used in conjunction with them on any lift.

45. No Stevedores or Muckadams shall be allowed to work cargo on board any vessel in the Dock unless they shall bear licenses issued under the authority of the Trustees permitting them to work in the Dock; and the Trustees may, at their pleasure, cancel or suspend for a time any such license. All requisitions on Dock Officials regarding cargo or cranes must be made by the ship's Officers.

46. No license shall be issued to any Stevedore or Muckadam who shall not undertake to employ, and every licensed Stevedore and Muckadam shall employ at least two experienced foremen to superintend the discharging or loading of cargo at each hatchway at which discharging or loading is being carried on, *viz.*, one foreman in the hold who shall look after the coolies and supervise the slinging or unslinging, and who, whenever a vessel is taking in cargo in the between-decks alone, shall see that the between-deck hatchways that are provided with cross beams and fore and aft beams have all such beams fixed in their proper places, and that the hatches are properly put on before commencing work; and the other foreman on deck who shall see that the crane chain is not taken out of

the square of the hatchway, and that the hook does not catch the combings, and who shall also superintend the taking off and putting on the beams and hatches, and shall see that the men keep out of danger on deck and do not stand under the hoist. It shall also be the duty of the foremen, when work is stopped for the day or night, to look round and see that no one has remained in the hold.

47. The Masters of vessels shall be responsible that proper lights are provided in those parts of the ships where work is going on in any way connected directly or indirectly with the use of the Trustees' cranes, wharves, dock, piers, or other property of the Trustees, or when, owing to want of sufficient light, injury might result to life, limb or property from such work being in progress.

48. Stevedores and Muckadams shall be severally personally responsible that no work in any way connected directly or indirectly with the use of the Trustees' cranes, wharves, docks, piers, or other property of the Trustees, be carried on by men employed by them unless proper and sufficient lights are provided.

49. No cargo shall be discharged from, or loaded into, any vessel except under the personal superintendence on shore of a contractor permitted by the Trustees to work cargo on shore, or of an experienced foreman employed by such contractor, or of a servant of the Trustees authorized to work cargo on shore. Such contractor shall be personally responsible for the proper slinging of cargo on shore.

50. No Stevedore, Muckadam, or contractor, or foreman of such Stevedore, Muckadam, or contractor, permitted as aforesaid to superintend the working of cargo, or servant of the Trustees authorized to work cargo on shore, shall allow any goods, whether in bags, bales, boxes, or otherwise, to be slung without himself seeing that the following precautions for safety are first adopted :—

(1) That the sling is first laid down flat without turns or kinks preparatory to receiving the goods.

(2) After the sling has been made up and with the first strain on heaving up that the running loop is well beaten home with a wooden bar so as to make the grip secure.

51. Packages of cargo shall be slung under the hatchway, and under no circumstances whatever shall cranes be employed in breaking out cargo or removing it from under the combings.

52. When discharging iron drainage pipes, or other goods which from their want of description or want of proper distinguishing marks there will be difficulty in delivering correctly to Consignees, the Master of the vessels shall separate before landing, or in the course of landing, the various marks and consignments, failing which the Trustees will either refuse to receive the goods or will charge the cost of sorting.

52A. The Docks Superintendent may prohibit the landing of lifts over 5 tons except by the Dock Cranes if he considers that the Dock traffic will be seriously impeded thereby.

53. Nitro-glycerine, Petroleum, Naphtha, Dynamite, Gunpowder, and other dangerous explosive substances will not be admitted into

the Dock, and any vessel having such explosives on board must discharge them before entry into the Dock.

NOTE.—This Bye-law does not apply to service ammunition, whether for small arms or artillery, embarked or disembarked with troops, or to safety cartridges, safety fuses for blasting, railway fog signals or percussion caps.

53A. Turpentine must not be landed on the Dock wharves, but must be discharged overside into boats; but in cases in which arrangements are made to carry the turpentine direct from the ship to beyond the Dock premises without depositing it in the Docks, the Dock Superintendent may give permission to do so.

54. All vessels using the Dock, before entering and while in Dock, shall secure under lock and key, in suitable cases or magazines in a safe place set apart for that purpose, all combustibles and explosives kept on board for signal purposes only, and no person shall have access thereto unless in the presence of an officer whose duty it shall be to see such place safely locked up again, the key being kept in charge of the commanding or other responsible officer.

55. No dangerous explosive substances will be permitted to be brought on the Dock premises, and the Trustees may remove such goods at the risk and expense of the Owner.

NOTE.—This Bye-law does not apply to service ammunition, whether for small arms or artillery, embarked or disembarked with troops, or to safety cartridges, safety fuses for blasting, railway fog signals or percussion caps.

56. Masters of vessels shall furnish special notice to the Shed Officers before attempting to land any other packages containing articles or goods liable to ignition or explosion, or which are otherwise dangerous.

57. Acids, Aquafortis, Oil of Vitriol, Lucifer Matches, or other goods of a dangerous nature, shall not be placed on any Quay unless distinctly marked as such outside the package, and even then not without obtaining the written permission of the Dock Officers; and in the event of such goods having been so placed by authority, they shall be removed from the Quays within two hours after notice from the Dock Officers, and, if not so removed, the Dock Officers may remove them at the cost of the owner; and such goods, if allowed to remain within the Dock premises, must be watched continuously by or at the expense of the owners of such goods, or the Master of the vessels; and, failing this being done, the Dock Officers may cause the same to be watched at the Owner's expense.

58 No timber shall be discharged into or loaded in the Docks without the consent of the Dock Master, and if so discharged or laded by consent shall be removed or loaded within forty-eight hours afterwards; and any timber laid on any Quay or other place shall not be permitted to remain beyond the time allowed by the Dock Officers.

59. Goods landed at the Dock shall only be delivered on production of the Bills of Lading, accompanied by a delivery order from the Master or Agents of the vessel.

60. In all cases of informality in Bills of Lading from want of endorsement, &c., application must be made by letter showing the circumstances, and enclosing any documents which will show the title

to the goods; in every such case the applicant must engage to indemnify the Trustees by bond or otherwise, as may be directed.

61. When Bills of Lading are produced which are at variance with the Manifest as to the original Consignee, delivery may be refused until the discrepancy is explained to the satisfaction of the Dock Superintendent.

62. Consignees applying for delivery of goods shall fill up a form in duplicate showing the quantities and weights or measurements, but not the Wharfage or Landing charges payable thereon. This form accompanied by the Custom House Bill of Entry, shall be presented at the Dock Office, where the charges will be received and a receipt granted. The receipt, accompanied by the Bill of Lading and the Delivery Order from the Master or Agent of the vessel, shall then be handed to the Shed Officer, who will examine the documents, and on being satisfied that they are in order, and on being furnished with an acknowledgment for the goods, will grant delivery and authorize the Gatekeeper to pass the said goods.

63. No person shall remove from the Wharves or Sheds any goods other than those covered by the Customs Pass and the Port Trust Wharfage Receipt.

64. No Delivery Order can be received until the Manifest of the cargo, duly certified by the Captain, has been deposited in the Dock Office.

65. Permission to Consignees from the Collector of Customs to open packages shall be countersigned by the Dock Officers, and the opening of such package without their condition being questioned shall be considered as delivery by the Trustees, and no claim for damage subsequently discovered will be admitted.

66. Packages which have been opened for appraisement, or by order of the Collector of Customs, shall lie at the risk of the Owner, Consignee or Agent.

67. Goods taken delivery of but not removed from the Dock enclosure shall lie at the risk of the Owner or Consignee.

68. The responsibility of the Trustees for the condition or safe keeping of goods imported into or exported from the Docks does not commence until such goods have been received charge of by the Dock Officers; and the Trustees will not be answerable or liable for deficiencies of merchandise produced by natural or unavoidable causes, nor for any losses or deficiencies whatever unless ascertained and pointed out to the Dock Officers previous to the goods being removed from the Dock premises.

69. The Trustees will not be liable or responsible in any way for lost or damaged goods, *e.g.*, chafages, breakages, and short deliveries, of which notice has not been given within one month from the date of landing or shipping, as the case may be.

70. Packages containing Bullion, Specie, Precious Stones, Gold Dust, Jewellery, or other property of considerable value, whether cargo or private property, must be delivered to the Consignees by the Master or Owners of vessels under their own responsibility, unless, under special circumstances, they may be desirous of placing the same

in charge of the Dock Superintendent, in which case it must be separately noted in the Manifest or list of cargo handed in, and specially handed over to the Dock Superintendent himself, and a distinct receipt obtained from him for them, and a special rate will be charged for the storage thereof. In like manner shippers of the articles enumerated in this Bye-law must make their own arrangements to ship them.

71. In case delivery of goods is made over the vessel's side into boats, the Master must take such steps as he may think necessary to protect his Owners in respect to their freight.

72. Goods landed and placed in the custody of the Trustees will be detained for freight on due notice being given in writing by the Owner, master, or person interested therein but, goods *delivered into craft or floated in the Dock to be removed elsewhere* cannot be detained. Goods under stop for freight will not be delivered nor warrants granted, until the stop has been removed, or the amount claimed for freight deposited with Trustees.

73. No stop for freight can be received after the goods have been transferred or a warrant granted.

74. The Trustees are not responsible for detention or delay of vessels, barges, lighters, or other craft coming in, remaining in, or going out of Dock, or for detention or delay in the discharge of vessels, or in the progress of barges to or from the Dock, or for dead freight delay in the shipment or discharge of goods owing to a glut of vessels or goods, or other circumstances beyond the control of the Trustees, or for a stoppage in the delivery of goods from any of the like causes.

75. No person, unless duly permitted by the Dock Superintendent or Dock Master, shall take inside the Dock premises Carpenters' tools or other instruments used for opening cases, and no Cooper shall be allowed to work in the sheds without a license from the Dock Superintendent.

76. Goods for shipment will not be put on board until the Customs Export Note and the shipping order are produced. The Trustees' receipt for wharfage and shipping charges must also be produced, but in order to prevent detention in loading, the Dock Superintendent may ship cargo before the Trustees' charges are paid, retaining Mates' receipts as security for payment of such charges.

77. Goods shall not be laid on any Quay before the ship is ready to receive them, nor within four feet of any tramway, cartway, or footway at any time, nor under any shed, so as to prevent the free working of the gates.

78. Owners, Masters, Bargemen, and others are liable for damage done by their vessels, craft or servants to works or property of the Trustees, and vessels may be detained until security has been given for the amount of damage done.

79. Every barge or cargo boat remaining in the Dock more than twelve hours after having received or discharged her cargo will be subjected to a charge as under for every day or part of a day while she shall so remain :—

	Rs.	a.
Cargo Boat or Barge up to 15 tons.....	0	8
Do. above 15 and up to 25 tons.....	0	12
Do. above 25 tons.....	1	0

80. The admission of carts and carriages, cargo boats and barges within the Dock precincts, and their control while there, will rest with the Dock Officers.

81. All the Quays, Sheds, Gates, and the land within the Dock fence will be in charge of the Dock Superintendent, who will manage all operations connected with the landing and shipping of goods, storage in the sheds and in the open, proper custody of all goods within the enclosure, exclusion of improper characters, and take whatever steps may be necessary for the proper maintenance of order on the premises.

82. The gates and wickets of the Dock premises will be kept open at hours fixed by the Trustees, and ingress and egress at unauthorized hours will only be allowed to persons holding passes signed by the Dock Superintendent or other officer authorized by him, or by the Dock Master.

83. Only the crews of vessels in Dock, and labourers or other persons in the Service of Trustees, or those who hold pass tickets or orders granted by the Dock Master or Dock Superintendent, shall be employed in the loading or unloading of vessels, or in any other work or labour to be performed, whether on board vessels or lighters, or on shore within the Dock premises.

84. Articles shall not be drawn over the Dock Bridges and caissons except upon wheel carriages, and they shall not be allowed to trail or drag upon the Bridges and caissons. No vehicle shall be permitted on the Bridges and caissons which with its load exceeds ten tons in weight or has more than a concentrated load of five tons on two wheels equally distributed.

85. Working hours at the Dock shall be from sunrise to sunset except on holidays and Sundays. The sanctioned holidays recognized by the Trustees will be Christmas Day, New-Year's Day, Good Friday, the Sovereign's birthday, and any Fast or Thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees. In computing the days for charging rents Sundays and the holidays enumerated as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received will be omitted. The day on which goods are landed will be counted as one of the 'free days,' except when goods are landed after sunset, when the free days will not commence until the following morning.

86. Application to work at night, or on Sundays, or on holidays, will be made to the Dock Superintendent who, on production of the necessary permission from the Customs Department, will order all the necessary arrangements for the proper conduct of business. Such work will be charged the extra rates fixed by the Trustees.

87. The Dock Master will not take any vessel out of Dock unless the Master produces a receipt showing Dock Dues to have been paid, and that no claims stand against the vessel.

88. No claim for refund of any rates or charges paid at the Dock will be admitted if not made within two months from date of claim accruing, nor will any refund be made of sums under Rs. 2.

WITH RESPECT TO THE PIERS, WHARVES, QUAYS, DOCK PREMISES AND CHANNELS, AND THE VESSELS AND OFFICERS AND CREWS THEREOF WHILST USING THEM.

89. The crews of vessels in Dock will only be permitted to enter or leave the Dock after the hour of closing by means of a Pass, signed by the Commander or Officer in charge, and countersigned by the Dock Master or his Assistant.

90. Any anchor dropped in or near the Dock Channel or Entrance of the Dock shall be buoyed, and in no case shall it be left there for longer than one tide.

91. Any person who shall cut, deface, or injure any mooring, rope, chain, or any buoy, buoy-rope, or cable belonging to any anchor within the Channels, Entrances or Docks shall, in addition to the prescribed penalty, be required to pay the amount of damage, repair, and recovery.

92. All the ship's water-closets and latrines must be thoroughly cleansed and securely fastened up before the vessel enters the Dock, and no use whatever shall be made of them during the vessel's stay in Dock. Latrines and Urinals will be provided on the Dock premises, and Commodes will be supplied for the Masters of ships.

92A. Bilges before being cleaned out shall be freely flushed, and they, as well as tanks, shall be left open for at least one hour before any one is allowed to enter for the purpose of cleaning them or otherwise. During this time, and while the cleaners or others are at work either in bilges, tanks, or other confined spaces, a constant supply of fresh air shall be pumped into such bilge, tank, or other confined space by means of a ventilating fan fitted with a stout permanently distended hose sufficiently long to reach the most distant compartment. Masters of vessels shall be held responsible for any accidents arising from neglect of these precautions.

93. Whilst a vessel is in Dock, the Master of some other responsible officer must always be on board in charge, and must superintend and assist in carrying out all duties in connection with the vessel or its cargo.

94. Whilst in Dock every vessel shall have a ship-keeper on deck two hours before and one hour after high water, and such ship-keeper shall carefully attend to the moorings of the vessel and the sufficiency thereof, and cause them to be slackened or hove in from time to time as necessary on rise or fall of water; and failing to do so, the Master or Owner shall be responsible for damage from neglect.

95. When berthed or moored in the Dock a ship's propeller shall not be worked for trial by the main engines without due notice being given to, and permission obtained in writing from, the Dock Master. Masters and Owners, in addition to the prescribed penalty, will be held responsible for any damage that may result from the working of their ships' propellers either by hand or steam.

96. Projections from the deck of any vessel which interfere with another vessel loading or discharging shall be removed on requisition by the Dock Master.

97. The Master shall not permit the lines or ropes of any vessel in the Dock to be made fast to the Lamp Posts on the Wharfs or

Quays, or to the pillars of any shed, nor to any other place than the Samson posts, bollards, mooring posts, cleats, ringbolts, or other appliances specially provided for the purpose.

98. No Pitch, Resin, Tallow, or other inflammable materials shall on any account be melted on board ship, or in boats, or on the Quays, except in such manner and in such places as shall be pointed out by the Dock Master or the Dock Superintendent, nor shall any Pitch, Tar, Oil, Flax, Oakum, Straw Shavings, or other inflammable or combustible article be allowed to remain on the deck of any vessel, nor in boats, nor on the Quays.

99. All boats, barges, &c., within the Dock are at the risk of their Owners, who will be held responsible for any damage which may occur whilst navigating them, or by their getting adrift.

100. No fender that will not float shall be used over the side of any vessel. Sails shall be furled before sunset.

101. Bells are not to be struck to denote the hour on board ships in Dock.

102. No vicious or dangerous animals, and no loaded gun or other firearm, shall be kept on board any vessel in Dock.

103. Masters of vessels shall be answerable for the acts of their crew or persons employed about such vessels.

104. The Port Officer is empowered to order the immediate removal from the Dock of ships having on board animal manures or other offensive or dangerous cargoes, or persons with infectious diseases.

105. No person shall molest, assault, resist, hinder, obstruct, impede, or interrupt, or offer or attempt to molest, assault, resist, hinder, obstruct, impede, or interrupt any employé of the Trust in the execution of his duty, or disobey his lawful orders, or use abusive or offensive language, or aid or incite others to do so.

With respect to Fires and Lights.

106. Smoking and the use of any unprotected fire or light in any shed or warehouse within the Dock enclosure is strictly prohibited.

107. No person shall smoke Tobacco or other substance, or ignite Lucifer Matches or other inflammable articles on any Pier or Quay, or on board any vessel within the Dock, except in such places as may be allotted for the purpose.

108. Fires of coal, charcoal, or coke may be used in the cabins, deckhouses, forecastles and cabooses of vessels in Dock between 5 o'clock A.M., and 9 o'clock P.M., subject to being prohibited (on any abuse) by the Port Officer.

109. Fires for donkey engines, steam winches, and portable forges are also permitted during working hours and for ships' engines for a reasonable period (say three hours) before a ship leaves, and (say two hours) after a vessel is berthed in the Dock.

110. All lights, whether oil lamps or candles, used on board vessels in Dock, except as mentioned in Bye-law 111, shall be in globes or secured lanterns.

111. Naked lights may be used only in the engines and boilers of vessels whilst under inspection and repair or in duties connected therewith.

112. *While any fire or light is lighted, at least one person on board is to be specially charged with the care thereof; and no fire or light is to be left or used in so rash, careless, or negligent a manner as to risk or endanger the safety of, or to ignite, any goods, property, or vessel in the Docks or on the Dock premises.

113. All applications for special permission to use fires at any other than the prescribed hours shall be made in writing to the Dock Master before 5 o'clock P.M., and shall specify the circumstances under which the request is made; if granted, the application, after having been endorsed by the Dock Master, is to be retained on board by the person charged with the care of the fire, and is to be exhibited by him to the Dock and Police officials whenever demanded, and is to be returned to the Dock Master, by 10 o'clock A.M., on the following day.

114. Vessels in Dock and all parts thereof shall be held or made free and accessible to the Dock and Police officials for their inspection in regard to fires and lights whenever they demand it, and no person shall disobey any order of any Police Officer or Watchman for extinguishing any fire or light used in contravention of these Bye-laws.

114A. No vessel having on board more than 100 native passengers who have arrived from, or are proceeding to, Hodiedah, Camaran, or Jeddah, shall be allowed to enter either of the Wet-Docks.

Bye-Laws for the Government of the Merewether Dry Dock, made under Section 73 *of the Bombay Port Trust Act*, 1879, *and approved by Government under Section* 74 *of the same Act (to be inserted between* 114-*A and* 115 *of the Dock Bye-Laws and No.* 115 *to be re-numbered* 135).

115. Applications to dock vessels in the Dry Dock shall be made in writing to the Docks Superintendent in the printed form attached (Appendix C), which will be obtained at the Docks Superintendent's Office; and on payment of a deposit of Rs. 50 for each vessel, such applications shall be entered in the order in which they are received in an Entry List. Any steam vessel, but not a sailing vessel, may be entered for docking before her arrival, but no entry will be available for more than 21 days from the date of the application. The deposit paid in respect of any such vessel shall be forfeited in the event of such vessel not being ready to enter the Dry Dock within such period, provided that if such vessel be lost before the expiration of 21 days the deposit in respect of such vessel shall be returned.

116. No vessel shall be entitled to be admitted into the Dry Dock without having the time and manner of her entry into and of her remaining in the Dry Dock previously regulated at the Office of the Docks Superintendent in books to be kept there for that purpose. The Master of a vessel shall, therefore, as soon as practicable after her arrival in the Port of Bombay, submit an application, under his own signature, for regulation in the form attached (Appendix D).

117. Until the Docks Superintendent shall have issued to the Master a regulation order in the form attached (Appendix E), no such

application as aforesaid shall be deemed to have been accepted and no regulation as to the time and manner of the entry of a vessel into the Dock or of her remaining there shall be deemed to have been made. And no such regulation shall at any time be deemed to have been made which is not in conformity with the contents of the said order.

118. Prior to the time arranged for the admission of any vessel into the Dry Dock the following preparations must be carried out on board the vessel, *viz.* :—

Suitable hawsers and heaving lines must be in readiness on each side fore and aft and gantlines rove for mast-head pendants.

The vessel must be trimmed upright and as near as possible on even keel and the bilges must be perfectly dry fore and aft and kept so, and they must be kept clear for inspection.

The ballast tanks must either be full with their doors properly secured or quite dry with their doors off ready for examination.

The vessel's crew shall render every assistance when docking, and undocking, and in case extra hands are required on board they shall be provided at the vessel's expense.

If so required by the Dock Officers the awnings shall be furled.

119. The vessel may, if considered necessary, be inspected by a Dock Officer, and should he find that any of the abovementioned instructions have not been carried out, the vessel may be refused admission into the Dry Dock, and all expenses incurried in consequence shall be borne by the vessel.

120. The Master of a vessel regulated for the Dry Dock shall make his own arrangements for the moving of his vessels from her berth in the Harbour or in the Wet Docks to the entrance of the Dry Dock, and in like manner when undocking for the moving of his vessel from the Dry Dock entrance to her berth in the Harbour or in the Wet Docks. Should a tug $\frac{\text{and}}{\text{or}}$ a pilot be required in moving a vessel, the expenses in connection with the employment of a tug $\frac{\text{and}}{\text{or}}$ a pilot shall be borne by the vessel.

121. Save as hereinafter mentioned no vessel shall remain in a Dry Dock longer than the time for which such vessel shall have been regulated. If before the expiration of the time for which a vessel has been regulated the Docks Superintendent shall be satisfied on written application to be made to him for that purpose, that circumstances not known when the vessel was regulated or beyond the control of the parties engaged in the work will prevent the completion within the period for which the vessel was regulated of work which can only be done in a Dry Dock, a new regulation may, if the Docks Superintendent thinks proper, be made for such further time ; but no vessel shall be allowed to remain in the Dry Dock for more than three days without special sanction from the Chairman of the Trust.

122. The Owner, Managing Owner, Agent or Master of a vessel which shall remain in the Dry Dock after the expiry of the time for

which such vessel shall have been regulated or re-regulated, as the case may be, shall, in addition to the penalty not exceeding one hundred rupees which may be inflicted upon him under No. 135 of these bye-laws for infringing the last preceding bye-law, be liable to a penalty not exceeding fifty rupees per diem for every day after which notice of the said infringement shall have been given by the Trustees to such Owner, Managing Owner, Agent or Master. The infliction of a penalty or penalties as aforesaid shall not affect the right of the Trustees to receive the rates chargeable under scale at the time in force for the occupation and use of the Dry Dock for the whole time the vessel has remained therein.

123. In regulating the admission of vessels into the Dry Dock, the Docks Superintendent shall be at liberty, with the approval of the Chairman, to give priority of regulating to such vessels as shall require the use of the Dock for the least time not exceeding 24 hours without regard to the order in which such vessels stand on the list. But no vessel to which priority shall have been given under this provision shall be entitled under any circumstances to remain in the Dry Dock beyond the time for which she was regulated.

124. If any vessel shall not leave the Dry Dock at the expiration of the period for which she was regulated or re-regulated, the Docks Superintendent, whether such vessel may or may not be then water-tight or capable of being floated, may, at the risk of the owner of such vessel, lift the caisson of the Dry Dock to let out any other vessel therein or to admit any other vessel thereto, or the Docks Superintendent may at his option remove any such vessel and recover from the owners all the expenses incurred in so doing, including the cost of making the vessel water-tight if necessary.

125. The Docks Superintendent may in his discretion allow any vessel which shall have put back in a damaged condition or which shall under any other circumstances be in such a condition as may in his judgment render her immediate admission to the Dry Dock actually necessary, to enter the Dry Dock in priority to all other vessels standing on the Regulating List.

126. Blocks, shores and stages will be provided by the Board as follows :—

Blocks.—One set for the length given at the time of regulating.

Bilge Shores.—In such number as may be required.

Horizontal Shores.—Two for every fifteen feet of the length given at the time of regulating.

Stages and Stage-ropes with poles or outriggers.—A sufficient number to make one tier of stages round the vessel.

No person shall use or take away any such block, shore, stage, pole, rope, or other article belonging to the Trustees without permission of the Trustees officer in charge of the Dock, and every person using or taking away such block, shore, stage, pole, rope, &c., shall return and replace the same.

127. No person shall destroy, cut, or otherwise damage or allow to go adrift any article belonging to the Dry Dock, nor throw down timber or other heavy thing upon the steps and stonework nor pass, the same into or out of the Dock otherwise than by the means prepared for that purpose.

128. No ballast, coals or any weights shall without authority be shifted in or taken on board a vessel during the time she is in the Dry Dock.

And no outboard work shall be carried on in regard to a vessel during the time she is being docked or undocked. The Owner's Agents for or Masters of vessels and employers of labourers shall be responsible for any offence against this bye-law.

129. No one shall be allowed to undertake any work in connection with vessels in the Dry Dock until he shall have been licensed by the Trustees, and if at any time afterwards any such licensee shall be found guilty of breaking or evading the bye-laws of the Trust, or if he shall be found to execute any work carelessly or negligently or to make use of any bad material, appliances or fitting for the purpose of such work or to be slow in the execution of such work, his license may be revoked, in which case he will not afterwards be allowed to perform any work in connection with vessels in the Trustees' Dry Dock.

130. Every license shall be granted for a period of one year only and shall be renewable at the option of the Trustees who may refuse renewal in any case withot communicating their reasons for such refusal.

131. A licensee shall be bound to employ foremen and tindals of experience to supervise the work that such licensee may be carrying on in the Dry Dock, and the licensee, his foremen and tindals shall be bound to use every reasonable means for preventing accidents to the men employed under them.

132. A licensee shall be responsible for the Dock gear in his use and shall at once bring to notice any damage done to such gear beyond ordinary wear and tear and shall make good damage according to the assessment of the Engineer of the Trust and shall return the gear when done with and arrange it in good order convenient for issue in accordance with the order of the Dock Officer in charge of the gear.

133. The acceptance of such gear by the licensee shall be taken as an assurance that he has satisfied himself that the gear is in sound and serviceable condition and in every respect fit and suitable for the purpose for which he will use it; and the licensee shall be at liberty to subject the gear to reasonable tests in order so to satisfy himself.

134. A licensee shall be responsible for the cleaning of the Dry Dock and for the conveyance of the rubbish to such places as may be pointed out by the Dock Officers.

PENALTIES.

135. Any person convicted of having committed a breach of any of the foregoing Bye-laws shall be liable to a penalty not exceeding (100) One Hundred Rupees. (*Section 75 of Act VI. of 1879.*)

(APPENDIX A.)

(*a*) *For all Vessels.*

To

THE DOCK MASTER OF THE

PRINCE'S AND VICTORIA DOCKS, BOMBAY.

SIR,

I have the honour to request that the undermentioned vessel, of which I am Master, may be received into Dock on the_____ot as soon as practicable.

Name of Ship or Steamer_____

Do. of Owners_____

Description of Cargo_____

Gross Register Tonnage_____

Net do. do. _____

Exact present draught of water to inches_____

Deep load do. do. _____

Ballast do. do. _____

Extreme length of vessel over all, including Bowsprit if any _____

Do. breadth do. do. _____

Has *not** Steam appliances for warping, &c.

Has *not** engaged a Steam Tug.

I hereby certify that the above information is correct. I am aware that there are preferential berths subject to Bye-law No. 25 and that I have received a copy of the Dock Bye-laws.

BOMBAY HARBOUR, _____189 . } *Master of the* S._____

(*b*) *For Vessels coming into Dock direct from sea.*

The following is to be substituted instead of the first sentence beginning "I have the honor, &c." :—

"I have the honor to forward particulars of the undermentioned vessel, of which I am Master, now in Dock."

The words "has not engaged a steam tug" are to be deleted.

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* These negatives may be erased if necessary.

(APPENDIX B.)

PRINCE'S AND VICTORIA DOCKS OFFICE, ‹

Permit subject to the Bye-laws of the Port Trust.

*Bombay,*_____189

The S._____will be received into Dock at about_____M. on the_____ 189 , and should be brought into the Dock Channel under the directions of_____not later than _____M., and will be placed alongside the_____Quay or Wharf at No._____ berth.

Dock Master.

To

THE COMMANDER OF THE S.

By order of the Trustees,

F. G. DUMAYNE,

Secretary.

(APPENDIX C.)

To

THE DOCKS SUPERINTENDENT,

BOMBAY PORT TRUST.

SIR,

I have to request that the undermentioned vessel may be received into the Dry Dock on or about the

Name of Vessel.

Name of Owner.

Description of work to be done in Dry Dock.

For how many days the use of the Dock will be required.

Signature of Applicant.

*Date*_____

NOTE.—A deposit of Rs. 50 must be lodged with the Docks Superintendent when making this application. The deposit will be forfeited if the vessel is not ready to dock within 21 days of the date of application.

(APPENDIX D.)

To

THE DOCKS SUPERINTENDENT,

BOMBAY PORT TRUST.

SIR,

I have to request that you will arrange to take the undermentioned vessel, of which I am Master, into Dry Dock :—

Name of Vessel.
Length.
Beam.
Depth of Hold.
Gross Tonnage.
Draft forward.
Draft aft.
Date and hour when Vessel will be ready to dock.
Description of work to be done in Dock.
For how many days the use of the Dock will be required.

I hereby agree to accept the terms and conditions imposed by the Bye-laws for the regulation of the Trustees' Dry Dock.

Signature
Master, S. S.

BOMBAY,_____189 .

(APPENDIX E.)

To

THE COMMANDING OFFICER, S. S. "

SIR,

Arrangements have been made for the admission of the S. S. " " into the Dry Dock at M., on the day of

Your attention is invited to Nos. 118 and 119 of the Trustees' Bye-laws which are as follows :—

"118. Prior to the time arranged for the admission of any vessel into the Dry Dock the following arrangements must be carried out on board the vessel :

"Suitable hawsers and heaving lines must be in readiness on each side fore and aft and gantlines rove for mast-head pendants.

NOTE.—Special notice must be given of any peculiar construction of keel or bottom.

"The vessel must be trimmed upright and as near as possible on even keel and the bilges must be perfectly dry fore and aft and kept so, and they must be kept clear for inspection.

"The ballast tanks must either be full with their doors properly secured or quite dry with their doors off ready for examination.

"The vessel's crew shall render every assistance when docking and undocking, and in case extra hands are required on board they shall be provided at the vessel's expense.

"If so required by the Dock Officers, the awnings shall be furled.

"The vessel may, if considered necessary, be inspected by a Dock Officer, and should he find that any of the abovementioned instructions have not been carried out, the vessel may be refused admission into the Dry Dock, and all expenses incurred in consequence shall be borne by the vessel."

The vessel shall undock at M. on the day of and water will be let into the Dock at M. on that day before which the vessel's officers shall satisfy themselves that sea-cocks, bilge-holes, and other apertures in the vessel's bottom are securely closed.

Notice must be given by you to the Dock Master of the exact time your vessel will be undocked in order that he may make his arrangements.

By Order,

A. SMYTHE,
Acting Secretary.

BOMBAY PORT TRUST.

RULES FOR THE TRANSPORT AND IMPORTATION OF GUNPOWDER AND OTHER EXPLOSIVES.

In exercise of the powers conferred by Section 5 of the Indian Explosives Act, 1884, the Governor-General in Council is pleased to make the following rules to regulate the transport and importation of explosives.

These rules extend to the whole of British India, but nothing in the rules relating to the transport of explosives shall apply in any Port as defined in the Indian Ports Act, 1875, for which the Local Government may have made or may make special rules under the Indian Explosives Act, 1884, to regulate the transport of explosives therein.

PRELIMINARY.

Section 14 of the Indian Explosives Act IV. of 1884.

Nothing in this Act shall apply to the manufacture, possession, use, sale, transport, or importation of any explosive—

(*a*) by order of the Government, or

(*b*) by any person employed under the Government in the execution of this Act, or as a keeper of a magazine, artizan, soldier, sailor, policeman or otherwise, or enrolled as a Volunteer under the Indian Volunteers Act, 1869, in the course of his employment or duty as such.

RULES.

1. For the purposes of these rules, explosives shall be classified as follows, namely :—

Class 1	... ...	Gunpowder.
Class 2	... ...	Nitrate-mixture.
Class 3	... ...	Nitro-compound.
Class 4	... ...	Chlorate-mixture.
Class 5	... ...	Fulminate.
Class 6	... ...	Ammunition.
Class 7	... ...	Firework.

And when an explosive falls within the description of more than one class, it shall be deemed to belong exclusively to the latest of the classes within the description of which it falls.

CLASS 1.—*Gunpowder Class.*

The term 'gunpowder' means exclusively gunpowder ordinarily so called.

CLASS 2.—*Nitrate-mixture Class.*

The term 'nitrate-mixture' means any preparation, other than gunpowder ordinarily so called, formed by the mechanical mixture of a nitrate with any form of carbon or with any carbonaceous substance not possessed of explosive properties, whether sulphur be or be not added to such preparation, and whether such preparation be or be not mechanically mixed with any other non-explosive substance.

The nitrate-mixture class comprises such explosives as—

Pyrolithe,
Pudrolithe,
Poudre saxifragine,

and any preparation coming within the above definition.

CLASS 3.—*Nitro-compound Class.*

The term 'nitro-compound' means any chemical compound possessed of explosive properties, or capable of combining with metals to form an explosive compound, which is produced by the chemical action of nitric acid (whether mixed or not with sulphuric acid) or of a nitrate mixed with sulphuric acid upon any carbonaceous substance, whether such compound is mechanically mixed with other substances or not.

The nitro-compound class has two divisions :—

Division 1 comprises such explosives as—

Nitro-glyce
Dynamite,
Lithofracteur,
Dualine,
Glyoxiline,
Methylic nitrate,

and any chemical compound or mechanically mixed preparation which consists either wholly or partly of nitro-glycerine or of some other liquid nitro-compound.

Division 2 comprises such explosives as—

Gun-cotton, ordinarily so called,
Gun-paper,
Xyloidine,
Gun sawdust,
Nitrated gun-cotton,
Cotton gunpowder,
Schultz's powder,
Nitro-mannite,
Picrates,
Picric powder,
Tonite (or cotton-powder),

and any nitro-compound, as before defined, which is not comprised in the first division.

CLASS 4.—*Chlorate-mixture Class.*

The term 'chlorate-mixture' means any explosive containing a chlorate.

The chlorate-mixture class has two divisions :—

Division 1 comprises such explosives as—

Horsley's blasting powder,
Brain's blasting powder,

and any chlorate preparation which consists partly of nitro-glycerine or of some other liquid nitro-compound.

Division 2 comprises such explosives as—

Horsley's original blasting powder,
Erhardt's powder,
Reverley's powder,
Hochstadtor's blasting charges,
Reichen's blasting charges,
Teutonite,
Chlorated gun-cotton,

and any chlorate-mixture as before defined, which is not comprised in the first division.

CLASS 5.—*Fulminate Class.*

The term 'fulminate' means any chemical compound or mechanical mixture, whether included in the foregoing classes or not, which, from its great susceptibility to detonation, is suitable for employment in percussion caps or any other appliances for developing detonation, or which, from its extreme sensibility to explosion, and from its great instability (that is to say, readiness to undergo decomposition from very slight exciting causes), is especially dangerous.

This class consists of two divisions :—

Division 1 comprises such compounds as the fulminates of silver and of mercury, and preparations of these substances, such as are used in percussion caps, and any preparation consisting of a mixture of a chlorate with phosphorous, or certain descriptions of phosphorous compounds with or without the addition of carbonaceous matter, and any preparation consisting of a mixture of a chlorate with sulphur, or with a sulphurate, with or without carbonaceous matter.

Division 2 comprises such substances as the chloride and the iodide of nitrogen, fulminating gold and silver, diazobenzol, and the nitrate of diazobenzol.

CLASS 6.—*Ammunition Class.*

The term 'ammunition' means an explosive of any of the foregoing classes when enclosed in any case or contrivance, or otherwise adapted or prepared so as to form a cartridge or charge for small-arms, cannon, or any other weapon, or for blasting, or to form any safety or other fuze for blasting or for shells, or to form any tube for firing explosives, or to form a percussion cap, a detonator, a fog signal, a shell, a torpedo, a war rocket, or other contrivance other than a firework.

The term 'percussion cap' does not include a detonator.

The term 'detonator' means a capsule or case which is of such strength and construction, and contains an explosive of the fulminate explosive class in such quantity that the explosion of one capsule or case will communicate the explosion to other like capsules or cases.

The term 'safety fuze' means a fuze for blasting which burns and does not explode, and which does not contain its own means of ignition, and which is of such strength and construction and contains an explosive in such quantity that the burning of such fuze will not communicate laterally with other like fuzes.

The expression 'safety cartridges' means cartridges for small-arms of which the case can be extracted from the small-arm after firing, and which are so closed as to prevent any explosion in one cartridge being communicated to other cartridges.

The ammunition class has three divisions :—

Division 1 comprises exclusively—

Safety cartridges.
Safety fuzes for blasting.
Railway fog signals.
Percussion caps.

Division 2 comprises any ammunition, as before defined, which does not contain its own means of ignition and is not included in Division 1, such as—

Cartridges for small-arms, which are not safety cartridges,
Cartridges and charges for cannon, shells, mines, blasting, or other like purposes,
Shells and torpedoes containing any explosive,
Fuzes for blasting, which are not safety fuzes,
Fuzes for shells,
Tubes for firing explosives,
War rockets,

which do not contain their own means of ignition.

Division 3 comprises any ammunition, as before defined, which contains its own means of ignition and is not included in division 1, such as—

Detonators,
Cartridges for small-arms which are not safety cartridges,
Fuzes for blasting, which are not safety fuzes,
Fuzes for shells,
Tubes for firing explosives,

which do contain their own means of ignition.

By ammunition containing its own means of ignition is meant ammunition having an arrangement, whether attached to it or forming part of it, which is adapted to explode or fire the same by friction or percussion.

CLASS 7.—*Firework Class.*

The term 'firework' comprises firework composition and manufactured fireworks.

Division 1.—The term 'firework composition' means any chemical compound or mechanically mixed preparation of an explosive or inflammable nature which is used for the purpose of making manufactured fireworks, and is not included in the former classes of explosives, and also any coloured fire composition.

Division 2.—The term 'manufactured firework' means explosive of the foregoing classes and any firework composition, when such explosive or composition is enclosed in any case or contrivance, or is otherwise manufactured so as to form a squib, cracker, serpent, rocket (other than a war rocket), maroon, star, lance, wheel, Chinese fire, Roman candle, or other article adapted for the production of pyrotechnic effects or pyrotechnic signals.

TRANSPORT.

(*a*)—*Packing.*

2. The following general rules shall be observed with respect to the packing of explosives for conveyance :—

I. Each class of explosive shall be separately packed.

II. An explosive, not being an explosive of the 5th (fulminate) class or of the 2nd and 3rd (divisions of the 6th ammunition) class or of the 1st division of the 7th (firework) class, shall, if not exceeding 5 lbs. in quantity, be contained in a sub-

stantial case, bag, canister, or other receptacle made and closed so as to prevent the explosive from escaping.

III. An explosive of the first (gunpowder class), which is intended to be used for blasting purposes, may be carried in barrels covered with waxcloth or gunny.

IV. In every other case the explosive shall be contained in a double package. The inner package shall be a substantial case, bag, canister or other receptacle, made and closed so as to prevent the explosive from escaping, and the outer package shall be a box, barrel, or case of wood or metal or other solid material, and shall be of such strength, construction and character that will not be broken or accidentally opened, or become defective or insecure whilst being conveyed, and will not allow the explosive to escape. Provided as follows :—

(*a*) If the explosive is explosive of the 1st or gunpowder class or is explosive of the 2nd (nitrate-mixture) class or is gun-cotton or other explosive of the 2nd division of the 3rd (nitro-compound) class, the quantity of explosive in any one outer package shall not, in the case of explosive of the first two classes, exceed 100 lbs., and in the case of the last, 50 lbs.; and if the explosive be gun-cotton, it shall be carried thoroughly saturated with water.

(*b*) If the explosive belongs to the 1st division of the 3rd (nitro-compound) class or to the 4th (chlorate-mixture) class, the inner package shall be without any metal in its construction, and the inner or outer package or both shall be thoroughly waterproof. No one of the inner packages shall contain more than 10 lbs., and the aggregate quantity of the explosive in any one outer package shall not exceed 50 lbs.

(*c*) If the explosive belongs to the 5th (fulminate) class, it shall be packed in such manner as the Governor-General in Council may specially direct.

(*d*) If the explosive belongs to the 1st division of the 6th (ammunition) class or is any explosive of the 2nd division, an outer package shall not be required, but it may be contained in quantity not exceeding 100 lbs. in a single package, which shall be a box, barrel, or case not less than $\frac{3}{4}$ths of an inch in thickness, of such strength, construction and character as will not be broken or accidently opened or become defective or insecure whilst being conveyed, and will not allow the explosive to escape.

(*e*) If the explosive belongs to the 3rd division of the 6th (ammunition) class, it shall be packed in a double package. The inner package shall not contain more than 2 lbs. of such explosive, and no more than 50 lbs. shall be contained in the outer package.

(*f*) If the explosive belongs to the 1st division of the 7th (firework) class, it shall be contained in a double

package. The inner package shall be a substantial canister, case, or other receptacle hermetically closed, and containing no more than 1 lb. of explosive, and no more than 20 lbs. shall be contained in outer package, and

(*g*) If the explosive belongs to the 2nd division of the 7th (firework) class, it shall be contained in a box, barrel or case of wood, metal or other solid material, and of such strength, construction and character that it will not be broken or accidently opened, or become defective or insecure whilst being conveyed, and will not allow any explosive to escape, and the quantity of explosive in any one package shall not exceed 100 lbs.

V. Whatever be the amount of the explosive, and to whatever class or division of a class it belongs, the following conditions shall be observed :—

(*a*) The interior of every package, whether single or double, shall be kept free from grit and otherwise clean.

(*b*) Every package, whether single or double, when actually used for the packing of explosive shall not be used for the packing of any other explosive of the same or any other class or for any other purpose.

(*c*) There shall not be any iron or steel in the construction of any such single package or inner or outer package unless the same is effectually covered with tin, zinc, or other suitable material.

(*d*) On the outermost package there shall be affixed in conspicuous characters, by means of a brand or a securely attached label or mark, the word "Explosive," followed by the name of the explosive, or other description of the contents, and the name and address of the owners or sender ; and

(*e*) The amount of explosive in any single package, or, if there is a double package, in any one outer package, shall not exceed the amount specified in the foregoing rules, except with the consent of, and under conditions to be approved by, an officer appointed by the local Government in this behalf.

3. If any person commits a breach of any of the foreging rules relating to the packing of explosives for conveyance, he shall be punished with fine which may extend to Rs. 1,000.

(*b*)—*Mode of conveyance.*

4. The following general rules shall be observed with respect to the conveyance of explosives :—

I. No explosive shall be conveyed from place to place unless packed in the manner provided for in the foregoing rules.

II. There shall not be conveyed in any carriage or vessel, which is being used for the conveyance of an explosive, any explosive of a different class and division, of whatsoever nature,

which contains its own means of ignition, unless it be sufficiently separated therefrom to prevent any fire or explosion which may take place in one such explosive being communicated to another.

III. No explosive shall be loaded or unloaded except between sunrise and sunset.

IV. Whilst the explosive is being loaded on, or unloaded out of any carriage or vessel, no fire or artificial light, nor any article which is liable to cause or communicate fire or explosion (such as charcoal, lucifer matches, articles for striking a light, petroleum to which the Petroleum Act or any Act repealing or amending the same applies, or any spirit or oil or substance that gives forth an inflammable vapour at a temperature below 100° (Fahrenheit) shall be, or shall be allowed to be, brought, had, or used dangerously near to such carriage, ship, or boat; and no smoking shall be allowed in, on, or dangerously near to the same, provided that when the use of a light for the purpose of such loading or unloading is unavoidable, a lamp of such construction, position, or character as not to cause any danger from fire or explosion may be used; and no person, while handling any explosive (except gunpowder explosive of division 1, class 6, or explosive of class 7, if packed in accordance with the packing rules), shall wear boots or shoes with iron or steel nails, heels, or tips.

V. In loading or unloading any explosive, the casks and packages containing the same shall be passed from hand to hand and not rolled upon the ground; they shall not be thrown or dropped down, but shall be carefully deposited and stored.

VI. The explosive shall not be conveyed except in the interior of a carriage so enclosed on all sides with wood or metal, or in the hold of a ship or boat having a close deck, so closed as effectually to protect the explosive against accident by fire from without. If the explosive cannot be so secured, it shall be completely covered with painted cloth, tarpaulin, or other suitable material so as to effectually protect it against communication of fire.

VII. There shall not be any iron or steel in the interior of the portion of the carriage or vessel with which the case containing the explosive is in contact, unless the same be effectually covered with leather, wood, cloth or other suitable material.

VIII. In the stowing of explosive, due precautions shall be taken by means of a partition or otherwise, and by careful stowing, to secure such explosive from being brought into contact with, or endangered by, any other article or substance conveyed in such carriage or vessel which is liable to cause fire or explosion; and if the explosive is dangerously effected by water, due precautions shall be taken to exclude water from coming into contact with such explosive.

IX. The amount of explosive conveyed in any one carriage or vessel at any one time shall not exceed 2,000 lbs. unless the carriage be so enclosed on all sides with wood or metal, or the vessel have a close deck, so closed as effectually to protect the

explosive against accident by fire from without, in which case the amount of explosive conveyed shall not exceed the following :—

In any one carriage on a railway... 10 tons.
In any one other carriage ... ... 2 „
In any one vessel ... ... 20 „

NOTE.—This rule must in the case of dynamite conveyed by railway be read subject to pargraph XII. of Rule 6.

X. Nothing in the foregoing rules (except Rule 1) shall apply to any explosive of the 1st division of the 6th (ammunition) class, provided all due precautions are taken for the prevention of accidents.

5. The following rules shall be observed with respect to the conveyance of explosives otherwise than by public railway :—

I. No explosive shall be conveyed in a carriage or boat whilst carrying or plying for public passengers, unless the quantity be less than 5 lbs., and notice has been given before-hand to the person in charge of such carriage or boat, provided that there shall not be conveyed in any such carriage or boat, any explosive of the 5th (fulminate) class, or any explosive of the 3rd division of the 6th (ammunition) class, or of the first division of the 3rd (nitro-compound) class, except—

i. dynamite, which may be carried in the form of cartridges up to the limit of 5 lbs., provided that no detonators are carried in the same compartment ; and

ii. detonators to the number of 200, provided that the amount of fulminate of mercury in the package or packages containing the detonators shall in no case exceed in the aggregate 3 oz. (a certificate to this effect being given by the Agent of the Company by whom the detonators are tendered for transport), provided also that no dynamite is carried in the same compartment.

II. With respect to the conveyance by carriage or vessel of explosive of the 5th (fulminate) class, or of the 3rd division of the 6th (ammunition) class, or of the 1st division of the 7th (firework) class, or of larger quantities than 5 lbs. of any other explosive, the following regulations shall be observed :—

(1) The person in charge of the carriage or vessel shall not drive or conduct the same in a dangerous or reckless manner, and shall take all due precautions to avoid fire and explosion, and no person shall do any act or thing in relation to the explosive which tends to cause fire or explosion, and is not reasonably necessary for the conveyance of the explosive or for work immediately connected with such conveyance ; and a person who is intoxicated shall not have charge of any carriage or vessel conveying explosive, and shall not be permitted to be in, or on, or attending, the same.

(2) A person shall not forward to any warehouseman or carrier a consignment of explosive, unless he has given notice to such warehouseman or carrier beforehand, stating the name

and quantity of the explosive proposed to be conveyed, and the name and address of the proposed consignee and has had an intimation that the warehouseman or carrier is prepared to receive the consignment; and a warehouseman or carrier shall not make such an intimation, nor receive such consignment, unless he is prepared to receive it, and forthwith to despatch the same, or to deposit it in a magazine or at a place at which a person is licensed to possess the same.

(3) The carriage or vessel conveying the explosive shall be in charge of, and constantly attended by, some competent person, or by a sufficient number of competent persons, and such persons shall not, if the amount of explosive conveyed exceed 100 lbs., stop or delay for a longer time than may be reasonably necessary, or stop unnecessarily at any place were such stopping would be attended with special public danger.

7. If any person commits a breach of any of the foregoing rules relating to the mode of conveyance of explosives, he shall be punished with a fine which may extend to Rs. 1,000.

REVENUE DEPARTMENT.

Bombay Castle, 24th December 1889.

No. 9724.—In exercise of the powers conferred by Section 5 of the Indian Explosives Act IV. of 1884, the Governor of Bombay in Council is pleased, with the previous sanction of the Governor-General in Council, to make the following rules to regulate the transport of explosives within the limits of the Port of Bombay :—

RULES.

Rules 1, 2, 3, 4, 5 and 7 to regulate the transport of explosives made by the Governor-General in Council and published under Government of India Notification No. 1417, dated the 24th June 1887, and Government of Bombay Notification No. 3956, dated the 29th June 1887, shall, subject to the following rules, apply to the transport of explosives within the limits of the Port of Bombay.

Rule (*a*).—The master of any vessel arriving with explosives exceeding in weight 100 lbs. on board as cargo shall give notice thereof to the Pilot immediately on his boarding.

Rule (*b*).—No sea-going vessel having explosives on board in excess of 100 lbs. weight, excepting safety cartridges, safety fuses for blasting, railway fog signals and percussion caps, shall carry the same nearer to the shipping or City of Bombay than one mile eastward of the Middle Ground Battery; and no vessel shall within such limits take on board from any other vessel more than 100 lbs. weight of explosives or such quantity as with explosives already on board would exceed in weight 100 lbs., excepting safety cartridges, safety fuses for blasting, railway fog signals and percussion caps.

Rule (*c*).—Every sea-going vessel having more than 100 lbs. of explosives on board, excepting safety cartridges, safety fuses for blasting, railway fog signals and percussion caps, shall carry during the

day a square red flag at the fore truck and at night a red light in the same place in addition to the Regulation lights, and every vessel or boat used in transporting explosives, excepting as aforesaid, in the Port of Bombay, shall exhibit on a board or otherwise the word "explosives" painted in white letters a foot long on a black ground on each side of the vessel or boat above the water line. Vessels and boats employed in landing or shipping explosives and having or boarding more than 100 lbs. explosives, excepting as aforesaid when required to remain at anchor, shall anchor to the eastward of the shipping and not nearer to any of the shipping than half a mile to the east thereof.

Rule (*d*).—The consignee, agent or other person concerned shall give written notice 48 hours before the expected arrival of any vessel having explosives in excess of 100 lbs. weight on board, excepting safety cartridges, safety fuses for blasting, railway fog signals and percussion caps, or before shipment of any such explosives, to the Port Officer and the Superintendent of Water Police, and the latter shall depute a special officer to remain in charge of such explosives until the same have been deposited in the magazine, or the vessel carrying the same proceeds to sea.

Rule (*e*).—The amount of explosives conveyed in any one vessel or boat at any one time shall not exceed 560 lbs. unless the vessel or boat has a closed deck approved by the Port Officer.

No decked boat or vessel shall carry more than 50 tons of explosives at one time. This rule does not apply to sea-going vessels.

Rule (*f*).—The Port Officer is authorized on occasions when he may deem expedient, to permit ammunition when properly packed in cases, when such cases do not exceed 50 in number, to be shipped on board a vessel lying at the ordinary anchorage on the day or the day before such vessel is intended to sail. Shipments shall be effected under the same precautions and conditions as are prescribed in these rules. Ammunition permitted to be shipped under this rule must be taken in immediately on the boat going alongside, and no cargo boat or other vessel having fire on board shall be permitted to lie on the same side of the vessel during the time of such shipment.

Rule (*g*).—If any person commits a breach of any of the foregoing rules (*a*) to (*f*) he shall be punished with fine which may extend to one thousand rupees.

By order of His Excellency the Right
Honourable the Governor in Council,
T. D. MACKENZIE,
Acting Chief Secretary to Government.

BOMBAY PORT TRUST.

BYE-LAWS

Made by the Trustees of the Port of Bombay, under Section 73 of Bombay Act VI. of 1879, *for the safe and convenient use of the Magazine at Sivri for the storage of Gunpowder and other Explosives.*

1. The premises on which gunpowder is stored are to be watched by a special officer and guard by day and night.

2. The control officer in charge is occasionally to inspect the watchmen to see that they are on the alert and doing their duty.

3. The watchmen are not to permit any persons but such as are employed in the service of the department to enter the magazine or enclosures. All the outer gates are to be kept shut, and no labourer or other person is to be allowed to pass during the working hours without leave from the control officer in charge.

4. The watchmen are not to allow any smoking or fire near the magazine, nor to suffer any person to come within the outer gates who has the least appearance of intoxication. They are immediately to secure any one guilty of any of these offences, and report the circumstances to the control officer in charge.

5. Any person in the employ of the department who may be detected smoking on any part of the gunpowder magazine, or bringing lucifer matches into the premises, will be immediately dismissed and prosecuted according to law.

6. The control officer in charge is not to absent himself for a night from the magazine without authority.

7. The control officer is to superintend all operations which are being carried on by the labourers and others under his orders, and to see that all the duties are properly conducted.

8. On no occasion are strangers to have access to the magazine without the attendance of the control officer, who shall take care that all persons entering have attended to the necessary precautions, and that they have no articles of a combustible nature in their possession.

9. The control officer is to keep a regular daily entry of all receipts and issues, and make the necessary alterations in the tally-boards attached to the bags in the magazine.

10. The several persons whose duty obliges them to go into the magazine shall invariably exchange their shoes for magazine slippers before they enter, or else enter without shoes. Care will be taken to provide a sufficient supply of either over-boots, goloshes or slippers of suitable sizes fitted with straps and brass buckles to fasten over the instep, so as to prevent sliding or shuffling along the floors or platforms.

11. When there is an outer wall to the magazine, the door in it, on any person entering, is to be shut before that of the magazine is opened; and the inner door of the magazine is to be shut before the outer one is opened on his going out.

12. The floors of the magazine, shifting room, and passages, when not of wood, are to be covered with tarpaulins prior to removal of powder. Wooden floors are to be carefully swept before every such removal, and floors other than wood are also to be well swept, and kept free from all gravel, sand, or grit, and previous to the removal of powder the rolling ways and stages are to be carefully watered.

II.—Precautions Against Fire.

13. The watchmen are to be particularly attentive to the least appearance of a storm, and on hearing the first clap of thunder or seeing a flash of lightning, though the storm may be at a great distance, are immediately to give an alarm to the control officer, or magazine-keeper, as the case may be, who is immediately to cause all the magazine doors and windows to be shut, and to use every precaution necessary for the safety of the magazine.

14. When such alarm has been given, every person in the employ of the department, whether on or off duty, is immediately to repair to the office to render such services as may be required of him by the control officer in charge.

15. The same precautions are to be adopted in the event of any fire breaking out in the neighbourhood of the magazine.

16. The fire engines, engine hose, ladders, fire hooks, &c., are to be kept in perfect repair, and so lodged that they may at all times be ready and fit for use. The engines are to be worked twice a week, to ensure that they are in working order and that the water-supply is sufficient.

17. The person in charge of the magazine is to know perfectly the arrangement and whereabouts of each article, so as to be able to find it at once in the darkest night.

18. The control officer in charge shall take care that the cisterns are kept constantly full of water, for the security of the magazine, and that the several pumps and lightning conductors are kept in proper repair, and the wells full. He shall report to his immediate superior every week on the condition of the fire engine, water-supply and other appliances, and should any of these things become defective a requisition is immediately to be made on the department for the repairs to be performed.

III.—Care and Storage of Gunpowder.

19. The control officer shall keep three separate Registers of Receipts and Issues as follows:—

A—For gunpowder, &c., landed at the magazine for custody pending importation and clearance through the Custom House on payment of duty.

B—For gunpowder, &c., landed from vessels for temporary deposit, during their stay in harbour, to be taken on board again when they sail.

C—For gunpowder, &c., on which customs duty has been paid, lodged for care pending removal at the convenience of the owners.

20. On the arrival of any powder for storage, if it be from a ship in harbour under class A or B, the control officer shall first check the packages by their marks and numbers with the boat notes, and countersign the latter in acknowledgment of receipt, or endorse upon them a note of any discrepancies he may observe for the information of the Customs Department.

21. He shall then enter it in the proper Register,—A, B, or C, as the case may be,—and furnish the depositor with a receipt in corresponding form.

22. In storing the powder he shall be careful to see that each lot is kept together according to its marks and numbers, and separate from other lots as far as practicable.

23. Powder, &c., coming under class A or B on which duty has not been paid shall invariably be stored in a separate room to be set apart for its reception, and shall be held at the disposal of the Customs Department, pending production of a written permission to re-ship in the case of powder coming under class B, or of an import entry and no demand certificate under the signature of the Collector of Customs in the case of powder coming under class A.

24. The no-demand certificate shall be endorsed upon the magazine receipt, and no powder shall be allowed to leave the magazine unless the receipt has been produced and the control officer has satisfied himself that the certificate, if required, has been endorsed upon it.

25. On production of the import entry and no-demand certificate as above for powder stored under class A, the powder shall be written off Register A, and, unless it is to be passed out at once, shall be entered in Register C, and removed and stored in the duty-paid powder-room.

26. No powder shall be passed out of the magazine without production of a transport license or other proper authorization from the Commissioner of Police.

27. Every barrel, box, or case shall be carefully examined, in order to discover whether it be perfectly closed, so that no powder can escape, and whether any of the hoops be fastened with iron nails, or there be any iron or anything objectionable on any part of the barrel, &c. Should any barrel, box, or case be discovered so circumstanced, it shall not be received into the magazine, but the powder shall be immediately shifted into another barrel or case, and a report made to the controller. These precautions must never be dispensed with, as fatal accidents have happened from their being neglected. A record of the examination will be made on every arrival of powder.

28. No barrel, box, or case shall on an any account be opened in the magazine, but, when required, shall be taken to the shifting room, which must always be kept ready for that purpose.

29. No barrels containing powder or ammunition are to be suffered to lie open in the magazine, and no powder is to be shifted from one bag to another, or otherwise, without a sufficient number or tanned hides or wadmiltilts being placed under the barrels, in order to keep the powder as much as possible from the floors; any losoe powder is to be carefully swept up, and not sufferd to

remain. Care must also be taken that all powder barrels are properly and securely stacked in the several bags; and in case any of the heads of the barrels start, they are immediately to be removed, and the powder shifted into serviceable barrels.

30. In the event of the issue of a less quantity than a whole barrel, the package containing it is to be marked like the barrel from which it is taken. In the journal of issue, the marks, dates, &c., are to be noted as a matter of record.

31. In stacking barrels or cases of powder and ammunition a space is to be left between them and the wall of the magazine, to allow of a free circulation of air and prevent injury from damp.

32. No stores whatever are to be placed in the same compartment of the magazine with powder in barrels. Ammunition for breech-loading small-arms especially, which contains its own means of ignition, must not be stowed within the same masonry compartments of the magazine as gunpowder.

33. The control officer is accordingly to take the necessary steps for placing ammunition of this class in separate masonry compartments.

34. The powder which has been longest in store of every consignee is as a rule to be issued first, except by special order to the contrary.

35. Upon no account whatever are friction tubes, percussion fuzes, or fuzes of any kind that contain their own means of ignition within themselves, to be placed inside the magazine.

IV.—Cooperage.

36. All tools, instruments, or other articles used in the magazine are to be made of wood, copper, or bronze, and nothing containing iron or liable to cause ignition is to be admitted.

37. The use of iron rivets to copper hoops, of the description used for powder barrels, whether loose or otherwise, is forbidden in the magazine, even if those hoops should be intended to be applied in the first instance to barrels not containing powder, as they are liable to be afterwards transferred to such as may contain it.

38. In heading and unheading powder barrels, the persons employed are never to use the bare adze against the copper hoops, but are invariably to apply a wooden-handled metal setter.

39. Whenever it may be necessary to shift gunpowder from one barrel to another, the barrel intended to receive such powder shall first have all the marks except the tare on it carefully obliterated, and shall then be re-marked with precisely the same marks as the barrel from whence the powder is transferred with the exception of the tare marks.

40. Nails are on no account to be used to fasten on the hoops in re-heading powder barrels.

41. When large quantities are delivered, the control officer making the issue is to take care that the contractor by whom the packages are received provides proper conveyance for the same, that the carts or wagons are not overladen, and that they are properly secured.

42. Any person infringing the above bye-laws will be liable to a penalty, for each infringement, not exceeding one hundred rupees.

Scale of rates for the wharfage, landing and storage of gunpowder at the Trustees' Magazine at Siwri :—

	Wharfage.	Landing, storing and delivering.*	Rent for 6 months or part of 6 months.
	Rs. a. p.	Rs. a. p.	Rs. a. p.
Case or barrel up to 25 lbs.	0 2 0	0 1 6	0 6 0
Case or barrel above 25 lbs. and up to 50 lbs.	0 3 0	0 2 0	0 12 0
Case or barrel above 50 lbs. and up to 100 lbs.	0 4 0	0 3 0	1 0 0
For every 25 lbs. additional	0 2 0	0 1 6	0 6 0
Percussion caps and loaded cartridges per cubic foot	0 2 0	0 1 6	0 6 0

* Does not include any charge for boat hire.

Charge for loading and unloading carts, one anna per cart.

The following rate in addition to the above rates will be levied when gunpowder or other explosives are removed from one part of Siwri Magazine to another at the request of the owner, *viz.* half of the landing, storing and delivering charges.

By order of the Trustees,

G. MANSON,
Secretary.

BOMBAY PORT TRUST.

PILOTAGE BYE-LAWS

Made by the Trustees of the Port of Bombay under Section 72 of the Bombay Port Trust Act, 1879. New Edition published under Government Notification No. 57, dated 23rd July 1890.

PREFATORY NOTES.

1. The direction and management of the Port, Pilotage and Docks under the control of the Trustees of the Port are vested in the Port Officer.

2. The Assistant shall be the Deputy to the Port Officer for the performance of all the duties appertaining to his office.

3. There shall also be one or more Dock Masters, who shall be under the control of the Port Officer and his Assistant, and who shall have control over the Master Pilots and Pilots when employed on duty in connection with vessels using the Docks.

4. A Harbour Master shall be permanently attached to the Port Office.

There shall be two permanent Master Pilots, who shall do duty alternately at the Wet Docks, to be called No. 2, or the Dock Station, and on board the Pilot Schooner, to be called No. 3, or the Outer Station.

One additional Master Pilot shall be appointed to officiate during the S.-W. Monsoon from 1st June to 30th September, and during that period the three Master Pilots shall do duty in periodical rotation at the Port, Dock and Outer Station.

The Port Office shall be called No. 1 Station.

BYE-LAWS.

REGARDING THE DUTIES OF THE HARBOUR MASTER AND THE MASTER PILOTS.

1. *At the Port Station.*—The Harbour Master's duties shall be to see that all vessels are properly berthed and moored in the Harbour, for which purpose he shall frequently visit and inspect the Shipping and Port generally; to keep the Outer Station informed of berths vacated and available for the several classes of inward-bound vessels; to exercise supervision over the Light Ship, the Anchor Hoy and all launches, boats, buoys, moorings, (including those at the Anchor ground) and to perform the measuring duties. In the event of a fire or an accident to the shipping in the Harbour, he shall attend at the spot, and shall give directions and advice and render assistance. He shall have supervision of the Pilot Schooners which are not in use, and shall assist generally in the management of the Pilot establishment ashore.

The duties of the Master Pilot at the Port Station during the S.-W. Monsoon shall be to convey Pilots to or from the Outer Station when

it is necessary to employ the second Schooner for that purpose, and (when his services may be available) to transport in Harbour such vessels as require to be piloted to or from the different Dry Docks, or from one berth to another.

During the N.-E. Monsoon the general transporting duties in the Harbour shall be performed by the running Pilots.

2. *At the Dock Station.*—The Master Pilot shall, under the orders of the Dock Masters, arrange the position in which vessels intending to enter a Wet Dock are to be anchored off the Dock Channel, and shall transport vessels to and from the Docks as required and assist in docking and undocking vessels.

3. *At the Outer Station.*—The Master Pilot shall have charge of the Schooner and the control of the Tender Vessel and Pilots at the Outer Station and be responsible and use his utmost endeavours to supply Pilots to in-bound and to receive Pilots from out-bound vessels. He shall keep such complement of Pilots on board the Schooner as may be ordered from time to time, and arrange for the return to the Harbour of others not required. He shall remain on his station for such periods as may be ordered, leaving it (unless under exceptional circumstances) only when relieved by another Master Pilot in the fair season, or during the S.-W. Monsoon when relieved by another vessel.

4. The Master Pilots shall undertake the duties at each of the stations in rotation for such periods as may from time to time be ordered by the Port Officer.

5. The Pilot Schooner, which shall be painted a black colour outside, except a ribbon or band, 2 inches wide, close above the covering board, and the number in large figures on each bow, which shall be painted white, shall cruise between the Outer Floating Light Ship bearing S.-E. 2 miles and the Island of Kundaree bearing S.-E. 5 miles, and the position between these bearings shall be known as the Outer Station.

6. A log or journal, supervised and countersigned daily by the Master Pilot in charge, shall be kept on board each Pilot Schooner when working; the following entries are to be carefully made therein every four hours when at the Outer Station, and shall be verified by the signature of each pilot at the end of his watch, *viz.*—

The state of the weather.

The direction and force of the wind and currents.

The Readings of the Barometer and Thermometer.

The bearings and estimated distance of the Outer Light-Ship.

The depth of water the Schooner is in, and whether she is under weigh, or at anchor.

The time of sighting a vessel and the bearing; when and where the Pilot was placed on board.

The time and position when a Pilot leaves an out-bound vessel, and when received on board.

The time of receiving on board Pilots from the Inner Station, or the despatch of excess Pilots to the shore, and all signals to shipping or signal station.

This log shall be forwarded to the Port Officer for inspection immediately after each cruise in the S.-W. Monsoon, and at such intervals during the fair season as may be ordered.

7. Master Pilots and Pilots will be provided with a distinguishing flag, which is to be displayed, hoisted under the national flags of vessels of which they are in charge.

The same flag hoisted under the Pilot Jack at any of the signal stations, or at the Prince's Dock, will be used in communicating with the vessel.

The flags and pennants of the International Code will be used for this purpose :—

Master Pilots.....	1—Flag B. 2—Pennant—C. 3— Do. —D
1st Grade Pilots	1—Pennant—F. 2— Do. —G. 3—Flag—H. 4—Do. —I. 5—Do. —K.
2nd Grade Pilots	1—Flag—L. 2—Do. —M. 3—Do. —N. 4—Do. —P. 5—Do. —Q.
3rd Grade Pilots	1—Flag—R. 2—Do. —S. 3—Do. —T. 4—Do. —V. 5—Do. —W.

In the bye-laws providing for the Master being on board vessels entering, leaving or moving in the Harbour, the word "Master" will be held to include the first or other officer duly authorized to act for the Master, owing to his death or illness incapacitating him from performing the duties of his office.

Regarding the Pilot Service.

8. The Pilot Service shall consist of 15 licensed Pilots, *viz.* :

5 First Grade Pilots.
5 Second do. do.
5 Third do. do.

9. All Pilots shall hold licenses to perform the duties of Pilot for the Port of Bombay for the grade they may be serving in, which shall be issued under the signature and seal and be revocable at the order of the Trustees of the Port.

10. No license shall be renewed, nor another issued to any Pilot, until after the former one has been returned and cancelled, or its loss has been satisfactorily explained.

GENERAL RULES FOR THE GUIDANCE OF PILOTS.

11. Every verbal order or instruction given by the Port Officer and the Officers of his Department shall be promptly attended to and carried into effect by the Pilots, who will be careful to conform to and to make themselves acquainted with all circulars and orders issued from time to time for guidance in connection with their duties.

12. No Pilot shall absent himself from his station or from his duty without permission, except in case of sickness, which shall be reported without delay, accompanied by a certificate from a qualified Medical Officer approved by the Trustees.

13. When Pilots are on board the Schooners they shall be under the authority of the Master Pilot in charge, and they must pay strict attention to any lawful order he may give, whether as to taking their turn at working the Schooner, at which they must assist, or as to boarding vessels.

14. Pilots returning from the performance of any duty will, if between the hours of 10 A.M. and 5 P.M., report themselves personally to the Assistant Port Officer, and enter their names and the time of landing in a book kept for that purpose; all unemployed Pilots will attend at the Office from 10 to 11 A.M., and from 4 to 5 P.M., daily for any orders.

15. Pilots shall conduct themselves on all occasions in an orderly and civil manner; when in charge of vessels they should meet the wishes of Commanders so far as can be done without endangering the vessels or without leading to inconvenience or to the infringement of orders received from the Department.

16. When on duty Pilots shall wear a uniform dress, consisting of a round double-breasted white or blue cloth or serge coat, to button, if required close up to the throat, by two rows of Bombay Port Trust pattern buttons of four in each row; with blue cloth or serge or white trousers. If a cap be worn, it shall be of the round crown Navy pattern, with drooping peak, surrounded by a mohair band and the Bombay Port Trust badge in front.

17. Pilots should invariably appear respectably and neatly dressed.

18. Each Pilot shall provide himself, have with him, and produce when necessary or demanded, an efficient watch and pair of binoculars; also his license, a tide table, the Port, Pilotage, and the Wet Dock Regulations.

19. Pilots are forbidden to receive any gratification from Masters of vessels or others with whom they are brought in contact in the execution of their duty; any gratuity given to a Pilot will, if brought to the notice of the Trustees of the Port, lead to his instant dismissal.

20. Pilots shall not hold any interest in steam tugs, nor shall they be allowed to keep a tavern or lodging house, or in any way retail wines or spirits.

21. No Pilots shall claim salvage without the consent of the Trustees.

Regarding the Duties of Pilots.

22. It is the duty of Pilots to take steamers to sea from clear berths, or to bring them into Harbour on ordinary nights when the lights are visible, and reasonably distant objects discernible; but they shall on no account run unnecessary risks by venturing within the leading marks, or keeping vessels under weigh when the lights cannot be seen, and whilst under weigh the lead shall be kept going, and the soundings be carefully observed. And all signals made at signal stations on shore, at Light vessels, and on board the Pilot Schooners are to be observed and attended to. Pilots are forbidden to bring sailing ships among the shipping at night.

23. Immediately after any vessel may have caused or sustained damage, touched the ground, or got on shore while in their charge Pilots shall furnish a clear and explicit report of the same to the Port Officer; such report should state the cause, in the Pilot's opinion, of such accident, damage or grounding; time of occurrence thereof, bearings of known objects; means used to get the vessel afloat, or clear; state of wind, weather and tide; length of time the vessel lay on the ground or in collision, and nature of the ground; such report should be submitted to the Commander or Officer in charge for his remarks and countersignature, or his refusal to do so should be noted thereon by the Pilot; unless prevented by circumstances the Pilot will present the report personally, and he shall not, after an accident has occurred and damage been caused or sustained, take the vessel to sea (Mail Steamers excepted) until ordered to do so by the Port Officer.

24. It will be the duty of Pilots to see that the Arrival or Departure Report is duly and correctly filled up before he leaves a vessel, and that it is forwarded without delay. An Arrival Report containing intelligence of exceptional importance, and the Arrival Reports of Mail Steamers or vessels with passengers of considerable official or of high rank, or vessels with dangerous cargo on board, should be forwarded direct to the Port Officer; in all other cases the report should be left at the office.

25. Departure Reports are on no account to be detained on board the Schooner at the Outer Station (where they are immediately on arrival to be handed to the Master Pilot in charge), but are to be sent in to the Office by the first opportunity.

26. In cases of fire or other accident afloat, the Pilots off duty shall immediately attend at the Port Office.

27. Whenever any of the Harbour, shoal or mooring buoys are missing, injured, or out of their proper places; or if any vessel is placed improperly, as to her draught of water, or too near the moorings of other vessels or shoals; or if it comes to the knowledge of any Pilot that any of the Port Rules are being or have been infringed; or in the event of any circumstance out of the ordinary course, or any casualty occurring on board vessels whilst they may be in Pilotage charge, or have a Pilot on board, the same should be reported to the Port Officer without delay.

28. When passing any vessel of war, it is the Pilot's duty to request the master to dip the colours; and on the approach of any

Man-of-War or other Government boat to board, to "heave the vessel to," or to cause the speed thereof to be sufficiently checked (when it can be done with safety) to enable the boat to get along side, without loss of time.

REGARDING UNMOORING AND TRANSPORTING.

29. In unmooring vessels it will be the duty of the Pilot to see and personally assure himself that one anchor is clear for being let go; that the cable is ranged, bitted, and clear for running, and on a 'non-self-fleeting windlass,' that the chain is fleeted close over when the anchor is 'short-a-peak' (so as to bring it well up clear of the ground) before weighing the last anchor.

30. No Pilot shall move or direct the moving of any vessel within the Port from one part thereof to another part thereof unless the following conditions are fulfilled :—

(*a*) If the vessel is under weigh the Master shall be on board.

(*b*) If the Master leaves the vessel before the moving is complete, the Pilot shall direct the vessel to be anchored in such safe position as may be most easily reached by the vessel, and shall not give directions to proceed with the moving of the same until the return of the Master to the vessel.

(*c*) Throughout the moving the number of officers and crew on board and available for duty shall be sufficient to perform any duty which may be required, and if the Pilot on boarding considers that the number is not sufficient, he shall call the Master's attention to Port Rule No. 43 and refuse to proceed with the moving unless the Master first grants a writing under his own hand expressly assuming the whole responsibility.

REGARDING OUTWARD PILOTAGE.

31. On taking charge of an outward bound vessel the Pilot should not get the vessel under weigh unless the Master is on board in actual command. In the event of the Master leaving the actual command of the vessel before reaching such a position that the Pilot's services would be no longer necessary, the Pilot should anchor the vessel in the safe position most easily reached and wait for the return of the Master to his command before proceeding to sea. The Pilot will see that the vessel's National Ensign is kept hoisted between sunrise and sunset, or until the vessel is beyond the Harbour limits. He shall see that the lead line is correctly marked, and that the steering gear is in good order; he shall also ascertain the draught of water and free board, the time, bearing and estimated distance of the Outer Light Vessel on his leaving the vessel, and shall enter the same in Departure Report.

32. In working out of the Harbour during the South-West Monsoon, or whenever the vessel has a head wind, the Pilot must be careful not to leave the vessel in his charge until she is well clear of all danger, and every endeavour should be made to leave outward-bound vessels when within the limits of the Outer Station.

33. When an outward-bound vessel anchors below the Middle Ground in the South-West Monsoon, or during unsettled weather, the Pilot shall not quit the vessel (unless specially ordered to do so) if she is going to sea on the next day.

Regarding Inward Pilotage.

34. Before boarding a vessel the Pilot will ascertain whether there is, or has been during the voyage, any infectious disease on board. If there is or has been, and the disease be of a severe nature such as plague, yellow fever, cholera, small-pox or measles, he will, except as hereinafter provided, direct the vessel to be anchored at the Quarantine anchorage, and to hoist the Quarantine flag; provided that if the cases of cholera, small-pox or measles do not exceed, or have not during the voyage exceeded, two, he will board and (after obtaining a certificate from the Commander to that effect) berth the vessel in the Harbour, hoisting the letter R flag, the signal for the Health Officer of the Port to inspect. The Pilot will not take charge of a vessel unless the Master is on board and in actual command. In the event of the Master leaving the actual command of the vessel before she is moored, the Pilot should anchor the vessel in the safe position most easily reached and wait for the return of the Master to his command before proceeding.

35. In the event of the Pilot having boarded a vessel which requires to be placed in Quarantine, he will remain on board till the vessel obtains Pratique.

36. The Pilot will, on boarding, note the time, the bearing, and estimated distance from the Outer Light Vessel, entering the same in the Arrival Report. He will also ascertain the vessel's present and deep load draught of water, entering the same in the Arrival Reports; see that the anchors are clear, and cable ranged to the required length; that the National Ensign is hoisted in its proper place, and the flags denoting the name of the vessel in the Commercial Code (and the Port from which she sailed, if demanded), and will take care that the flags are placed in such a manner as to be clearly seen from the Outer Signal Station.

37. When there are despatches on board for Government, or Post Office packets, the Pilot will request the Commander to send such on shore with as little delay as possible.

38. No Pilot after he has once taken charge of an in-bound vessel shall quit it until it has been received into Dock or properly berthed in the Harbour, unless he has received from an Officer of the Board an order to leave the vessel in charge of the Commander.

Regarding Pay.

39. The gross receipts for Pilotage shall be divided as follows:—

54½ per cent. to be distributed amongst the Master Pilots and Pilots according to the following scale:—

(*a*) 2 per cent. on the gross amount of 'Inward' Pilotage fees of vessels supplied with Pilots by the Outer Station Schooner shall be paid to the Master Pilot according to the time that he may have been in command, *e.g.*, if one had command for 8 days, another for 10 days, and the 3rd for 12 days in a month of 30 days they would be paid $\frac{8}{30}$, $\frac{10}{30}$ and $\frac{12}{30}$, respectively, of 2 per cent. of the 'Inward' Pilotage fees of vessels supplied with Pilots from the Outer Station Schooner for the month.

(*b*) In the event of a Pilot being unable for any reason to take a vessel into Dock after arriving off the Channel, and if a Master Pilot shall afterwards pilot the vessel through the Channel into Dock, then such Master Pilot shall receive 10 per cent. of the Pilot's share of the Pilotage of such vessel.

(*c*) A Master Pilot transporting a vessel from or to a berth in the Harbour into or from any Dock, or from one part of the Harbour to any other part, shall receive 50 per cent. of the 'transporting fee.' In the event of Master Pilot's services not being available, the Pilot who shall be employed on this duty shall receive the said sum.

(*d*) Such allowances as may be due under the rules shall be paid to the Pilots on leave.

(*e*) After the above payments have been made the remainder shall be distributed amongst the Pilots in the following proportions :—

5 First Grade Pilots	shall receive	6/15	shares.
5 Second Grade	,, ,,	5/15	,,
5 Third Grade	,, ,,	4/15	,,

40. In calculating the pay accruing to Pilots regard shall be had not only to the rank or class of the Pilot, but also to the value of the work which he shall have performed, and the calculation shall be made according to the following examples :—Take the receipts from Pilotage for one month to be Rs. 10,000, of which Rs. 5,000 is for Inward and Rs. 5,000 for Outward Pilotage, and the Pilot establishment being kept up at its full strength, take it that that amount was earned as follows :—

By 5 First Grade Pilots from vessels on which the Pilotage amounted to Rs. 3,500 in the following proportions :—

	Rs.
Pilot A.	800
,, B.	900
,, C.	600
,, D.	500
,, E.	700
	—3,500

By 5 Second Grade Pilots from vessels on which the Pilotage amounted to Rs. 3,300 in the following proportions :—

	Rs.
Pilot F.	700
,, G.	600
,, H.	500
,, I.	600
,, J.	900
	—3,300

By 5 Third Grade Pilots from vessels on which the Pilotage amounted to Rs. 3,200 in the following proportions :—

		Rs.
Pilot	K.	800
„	L.	600
„	M.	500
„	N.	700
„	O.	600
		—3,200
		Rs. 10,000

The amount divisible amongst the whole of the Pilots would, under Rule 39, be 54½ per cent. of the gross earnings, which is Rs. 5,450, which would be divided as follows :—

	Rs.	a.	p.
2 per cent. of gross Inward Pilotage to Master Pilots	100	0	0
6/15 of balance, *e.g.*, Rs. 5,450—Rs. 100=Rs. 5,350, to 5 First Grade Pilots	2,140	0	0
5/15 do. do. 5 Second Grade Pilots	1,783	5	4
4/15 do. do. 5 Third Grade Pilots	1,426	10	8
	5,450	0	0

The 6/15 shares accruing to the First Grade Pilots would be divisible according to the following proportions :—

If their gross earnings, Rs. 3,500, give net earnings amounting to Rs. 2,140, what will A's share of gross earnings, *i.e.*, Rs. 800, give ?

		Answer.	Rs.	a.	p.
B's	Share.	900	550	4	7
C's	do.	600	366	13	9
D's	do.	500	305	11	5
E's	do.	700	428	0	0
		Rs. 3,500	2,140	0	0

According to the same method of calculation the 5/15 shares divisible amongst the Second Grade Pilots would give—

						Rs.	a.	p.
Pilot	F	on his	Rs.	700	of earnings,	378	4	6
„	G	„	„	600	„	324	3	11
„	H	„	„	500	„	270	3	3
„	I	„	„	600	„	324	3	11
„	J	„	„	900	„	486	5	9
			Rs.	3,300		1,783	5	4

And the 4/15 shares divisible amongst Third Grade Pilots would give—

Pilot	K	on his	Rs.	800	of earnings,	356	10	8
„	L	„	„	600	„	267	8	0
„	M	„	„	500	„	222	14	8
„	N	„	„	700	„	312	1	4
„	O	„	„	600	„	267	8	0
			Rs.	3,200		1,426	10	8

But these sums would, as has already been stated, be subject to the deduction of transporting fees and leave allowances payable under Clauses *b*, *c* and *d* of Rule 39.

The remainder of the Pilotage earnings to accrue to the Trustees for their expenses in connection with the Pilot Service.

In the event of their being one or more vacancies in any grade or grades, the average share of the earnings accruing on account of such vacancy or vacancies should be added to the sum divisible amongst the running Pilots proportionally according to the scale given in the next para. :

For the purposes of this Bye-law the pay of the several grades of running Pilots shall be taken to be as follows :—

1st	Grade Pilot.....	Rs. 400	per mensem.
2nd	„	„ 330	„
3rd	„	„ 265	„

41. Any personal servants required by Master Pilots or Pilots, on board Schooners or other vessels employed in the conveyance of Pilots, shall be provided by the Master Pilots or Pilots themselves, with the exception of a topaz on board each Schooner, who shall be paid by the Trustees.

42. Any sums retained from the Pilots under Bye-laws 43 and 44, also the amount of all fines recovered from Pilots, shall be credited to the Trustees' share of Pilotage earnings.

43. When the Schooner at the Outer Station shall fail to supply an inward-bound vessel with a Pilot outside the limits of the port, and such inward-bound vessel shall be supplied from the shore or elsewhere before reaching the Sunk Rock Inner Light, then the Pilot shall only receive (for division into shares) one-half of the sum they would have been entitled to had such vessel been piloted in from beyond Port limits.

44. When an inward-bound vessel shall not be supplied with a Pilot until inside the Sunk Rock Light, only one-third of the money they would have been entitled to had the vessel been boarded outside Port limits shall be given to the Pilots.

45. Should the Schooner be within moderate distance of inward-bound vessel and offer a Pilot, then the Pilots shall receive the same share as they would have received had a Pilot been put on board in that position.

46. When probationers are appointed to be acting Pilots, they shall receive the pay of the class of the Pilots in which they may be acting, and shall otherwise be amenable to the rules laid down for observance by Pilots.

47. The amount to be distributed to the Pilots shall be payable after a statement of the Pilots' receipts has been made up by the Port Officer in the month succeeding that during which such statement has been received by the Trustees.

REGARDING THE PILOTAGE OF STEAMERS UNDER 1,000 TONS REGISTER, THE MASTERS OF WHICH HAVE A PILOT'S LICENSE FOR THE OUTER HARBOUR, *i.e.*, OUTSIDE THE SUNK ROCK LIGHT.

48. If the Master of a steamer of the above description is in charge of the same as a Pilot for the Outer Harbour, under a Pilot's license granted by the Board, he shall indicate that fact on such steamer arriving within signal distance by hoisting signals as follows :—

By day, a blue flag at her fore : by night, two lights at the fore, six feet apart, red uppermost and white below.

On the day signal required by this Bye-law being hoisted, a Pilot will be immediately ordered to board such steamer abreast of the Sunk Rock Light and will take her to her berth or elsewhere in the Harbour as may be required.

On the night signal required by this Bye-law being hoisted, notice shall be sent from the signal Station, Colaba, to Bankshall for a Pilot who will board her near the Sunk Rock Light and take her to her berth or elsewhere in the Harbour as may be required.

49. On the Pilot belonging to the ordinary Pilot service leaving such vessel outward-bound at the Sunk Rock Light, the Master in charge of the vessel as a Pilot for the Outer Harbour, under a Pilot's license granted by the Board, shall indicate that fact by hoisting signals as follows :—

By day, a blue flag at the fore : at night, two lights, one above the other, at the fore.

Such signals on a vessel outward-bound will indicate that the vessel on which they are hoisted is in charge of a licensed Pilot who is also the Master of the vessel, and that it is therefore unnecessary to send a boat to bring him back.

50. The Master of such a steamer is bound to produce his Pilot's license when demanded.

Pilots for Special Dock Duties.

51. A special Dock Pilot means a person lawfully appointed and licensed by the Trustees to Pilot vessels belonging to any private Company who own or who are the lessees of graving Docks at Mazagon or at Hog Island in that part of the harbour which lies to the north of Cross Island between the fixed moorings belonging to any such private Company (duly laid and maintained under the written special permission of the Trustees) and from and to such moorings, to and from the Graving Docks belonging to any such Company, and also to pilot any vessels requiring to use or which may have just previously used the Hydraulic Lift Dock at Hog Island in that part of the Harbour which lies to the north of Cross Island to or from the Hydraulic Lift Dock at Hog Island.

52. Every such Special Dock Pilot shall hold a license to Pilot vessels belonging to the Company mentioned in such license, only in that part of the harbour which lies north of Cross Island between the fixed moorings of such Company and from and to the moorings to and from the Graving Docks belonging to or leased by such

Company, and also to pilot any vessel requiring to use or which may have just previously used the Hydraulic Lift Dock at Hog Island in that part of the harbour which lies to the north of Cross Island to or from the Hydraulic Lift Dock at Hog Island, and which license shall be issued under the signature and seal and be revocable at the order of the Trustees of the Port.

53. Every such Special Dock Pilot, before he allows any vessel to be moved, shall give at least four hours' notice in writing to the Port Officer at the Port Office between the hours of 10 A.M. and 5 P.M., on week days of the intended movements of such vessel, specifying the time of such intended movements, and in the event of the Port Officer, or his Assistant or the Harbour Master not signifying their dissent before the time stated in such notice for the movement of such vessel such Special Dock Pilot may proceed with such removal, but not otherwise.

54. Every Special Dock Pilot so to be appointed and licensed as aforesaid shall be under the authority and direction of the Port Officer and his Assistant, and of the Harbour Master in all respects relating to his said duties as such Special Dock Pilot, and every verbal order or instruction given by the Port Officer or his Assistant or by the Harbour Master or any of the Master Pilots or other officers of the Department must be promptly attended to and carried into effect by such Special Dock Pilot, who will be careful to conform to, and to make himself acquainted with, all circulars and orders issued from time to time for guidance in connection with his duties.

55. No Special Dock Pilot so to be licensed and appointed shall in any case pilot any vessel except:—

(1) vessels belonging to the Company mentioned in the license in that part of the harbour only which lies to the north of Cross Island, and only between the fixed moorings to or from the Graving Docks belonging to or leased by such Company at Mazagon or at Hog Island; or

(2) vessels requiring to use, or which may have just previously used, the Hydraulic Lift Dock to or from the Hydraulic Lift Dock at Hog Island in that part of the harbour only which lies to the north of Cross Island.

56. No Special Dock Pilot shall on any account run unnecessary risks by venturing within the leading marks or by keeping vessels under weigh when the lights cannot be seen, and whilst under weigh the lead shall be kept going and the soundings be carefully observed.

57. Each Special Dock Pilot shall be provided with such distinguished flag as may be ordered by the Port Officer, which is to be displayed hoisted under the national flag of vessels of which he is in charge.

58. The following Bye-laws made under section 72 of the Port Trust Act shall apply to special Dock Pilots, and be regarded by them, viz., Bye-law 23 from the commencement down to the word "personally;" Bye-laws 21 and 29; Bye-laws 30 from the commencement down to the words "before going on with the moving;" and save as aforesaid none of the said Bye-laws shall apply to Special Dock Pilots to be licensed as aforesaid.

59. No Special Dock Pilot so to be licensed shall be entitled to receive any remuneration from the Trustees of the Port, and no pilotage fees or transporting fees shall be charged by the Trustees or by any other person, or be received by any Special Dock Pilot or other person, for rendering his services as such Special Dock Pilot, and no Special Dock Pilot shall be entitled to the benefit of any of the Pension and Provident Fund Rules of the Port Trustees; and the grant of any special license shall in no way whatever prevent or prohibit any licensed general Pilot of the Port from performing any or all the duties for which such special license may have been granted.

60. The following Bye-laws for Pilots of coasting steamers made by the Trustees of the Port of Bombay, in addition to the existing Pilotage Bye-laws, under Section 72 of the Bombay Port Trust Act, 1879, have received the approval of Government as required by Section 74 of the aforesaid Act :—

"1. A Pilot of coasting steamers means a person lawfully appointed and licensed by the Trustees to Pilot any coasting steamer of which he is the Commander, in the Port of Bombay.

"2. A coasting steamer shall, for the purposes of these Bye-laws be held to mean a steamer trading between Bombay and other Ports on the coast of India that returns to or is due to return to Bombay at an interval on each voyage not exceeding fourteen days from the time of leaving Bombay.

"3. Every such pilot of coasting steamers shall hold a license to pilot only those steamers that have berths duly allotted to them alongside the Harbour walls of the Prince's and Victoria Docks, and the license shall only entitle him to pilot such steamers on the passage between the open sea and the berths in question and between such berths and the Dry Docks and Patent Slip north of Prince's Dock, and shall be issued under the signature and seal and be revocable at the order of the Trustees of the Port.

"4. Every Pilot of coasting steamers so to be appointed and licensed as aforesaid shall be under the authority and direction of the Port Officer and his Assistant, and of the Harbour Master in all respects relating to his said duties as such Pilot, and every verbal order or instruction given by the Port Officer, or his Assistant or by the Harbour Master or any of the Master Pilots or other officers of the Department must be promptly attended to and carried into effect by such Pilot, who will be careful to conform to, and to make himself acquainted with, all circulars and orders issued from time to time for guidance in connection with his duties.

"5. No Pilot of coasting steamers shall on any account run unnecessary risks by venturing within the leading marks or by keeping vessels under weigh when the lights cannot be seen, and whilst under weigh the lead shall be kept going and the soundings be carefully observed.

"6. Each Pilot of coasting steamers shall be provided with such distinguishing flag as may be ordered by the Port Officer, which is to be displayed hoisted under the national flag of vessels of which he is in charge.

"7. The following Bye-laws made under Section 72 of the Port Trust Act shall apply to Pilots of coasting steamers and be regarded by them, *viz.*, Bye-law 23 from the commencement down to the word 'personally'; Bye-laws 21 and 29; Bye-law 30 from the commencement down to the words 'before going on with the moving'; and save as aforesaid none of the said Bye-laws shall apply to such Pilots to be licensed as aforesaid.

8. No Pilot of coasting steamers so to be licensed shall be entitled to receive any remuneration from the Trustees of the Port, and no pilotage fees or transporting fees shall be charged by the Trustees or by any other person, or be received by any Pilot of coasting steamers or other person for rendering his services as such Pilot of coasting steamers; and no Pilot of coasting steamers shall be entitled to the benefit of any of the Pension and Provident Fund Rules of the Port Trustees; and the grant of any special license shall in no way whatever prevent or prohibit any licensed general Pilot of the Port from performing any or all the duties for which such special license may have been granted.

"9. Any Pilot of coasting steamers disobeying or infringing any of the aforesaid Bye-laws shall be punished for every such offence with a fine which may extend to Rs. 200, or with suspension, or with deprivation of license, or with any combination of such penalties."

61. Any Special Dock Pilot disobeying or infringing any of the aforesaid bye-laws shall be punished for every such offence with a fine which may extend to Rs. 200, or with suspension, or with deprivation of license, or with any combination of such penalties.

By order,

F. G. DUMAYNE,
Secretary.

BOMBAY PORT TRUST.

SCALE OF RATES TO BE CHARGED AT THE WET DOCKS.

Sanctioned under Section 43, "Bombay Port Trust Act, 1879."

Removal and Delivery Charges, should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.			Rent per Week, or part of a Week for Unclaimed Goods warehoused.			No. of Item.	Description of Goods.	How charged.	Imports. Wharfage			Exports. Wharfage.		
Rs.	a.	p.	Rs.	a.	p.				Rs.	a.	p.	Rs.	a.	p.
0	4	0	0	4	0	1	Acids, *viz.*:—Carbolic, Citric, Gallic and Tannic.	Case	0	5	0	0	5	0
0	2	0	0	2	0	2	Do. do. do. ...	Drum	0	2	0	0	2	0
0	4	0	0	4	0	3	All other Acids	Case	0	9	0	0	9	0
0	3	0	0	3	0	4	Do. do.	Half case	0	6	0	0	6	0
0	2	0	0	2	0	5	Do. do.	Drum	0	5	0	0	5	0
0	1	0	0	0	6	6	Aërated Waters	One dozen	0	1	3	0	1	3
0	3	0	0	4	0	7	Ale, Beer, Porter and Cider, in wood ...	Hogshead	0	7	0	0	7	0
0	0	6	0	0	3	8	Do. do. do. in bottles ...	One doz. qts. or 2 doz. pints	0	1	6	0	1	6
0	2	0	0	2	0	9	Do.	Kilderkin	0	3	6	0	3	6
0	1	0	0	1	0	10	Do.	Firkin	0	2	0	0	2	0
0	8	0	0	8	0	11	Almonds	Ton	1	12	0	1	12	0
0	8	0	0	8	0	12	Alum	Do.	1	4	0	1	4	0
0	12	0	0	8	0	13	Anchors	Do.	1	12	0	1	12	0
						14	Do.	Coolie-load	0	2	0	0	2	0
0	1	0	0	2	0	15	Apparel, not accompanying passengers ...	Case or package	Measurement.					
0	8	0	0	8	0	16	Arrowroot, country	Ton	2	4	0	2	4	0
Measurement.						17	Do. foreign	Case or package	Measurement.					
Do.						18	Arsenic	Package	Do.					
0	8	0	0	4	0	19	Asphalte	Ton	1	12	0	1	12	0
0	8	0	0	12	0	20	Assafœtida, refined	Do.	4	0	0	4	0	0
0	2	0	0	2	0	21	Do. do.	Case or package	0	6	0	0	6	0
0	8	0	0	12	0	22	Do. coarse	Ton	2	0	0	2	0	0

23	Attar—*see* Oils, perfumed.						
24	Ballast and Kentledge by cart	Ton	0	4	0	0	4	0
25	Do. by lighters to or from Port Trust Bandars...	...			Free.			
26	Bangles, foreign	Case	0	7	0	0	7	0
27	Bardans	Bundle or package	0	4	0	0	4	0
28	Baskets, cane	Dozen	0	1	6	0	1	6
29	Beads in cases	Case	0	7	0	0	7	0
30	Beeda-nuts—*see* Myrabolams.							
31	Beef and Pork	Tierce	0	7	0	0	7	0
32	Do.	Barrel	0	4	6	0	4	6
33	Beer—*see* Ale.							
34	Beeswax	Package	0	5	0	0	5	0
35	Betel-nut	Ton	1	13	0	1	13	0
36	Bhang	Do.	2	12	0	2	12	0
37	Bicycles, Tricycles, Velocipedes	Each	2	0	0	2	0	0
38	Billiard Tables	Do.	10	0	0	10	0	0
39	Biscuits, ship	Ton	2	0	0	2	0	0
40	Do. in cases	Case	Measurement.					
41	Do. in tins, loose	One dozen	0	4	6	0	4	6
42	Bloodstones, Cambay stones, and goldstones ..	Case or package	0	5	0	0	5	0
43	Boats, ordinary ships'	Each	2	8	0	2	8	0
44	Boilers	...	Same rates as Machinery.					
45	Bones, bone dust and meal and Blood Manure.	Ton	1	12	0	1	12	0
46	Books	Case or package	Measurement.					
47	Boots and Shoes, foreign	Do.	Do.					
48	Borax, unrefined	Ton	2	0	0	2	0	0
49	Bottles, empty, Medicine Phials	Case or package	Measurement.					
50	Do. do. quarts	Gross	0	6	0	0	6	0
51	Do. do. pints	Do.	0	4	0	0	4	0
52	Do. do. of smaller size than pints ...	Case or package	Measurement.					
53	Bran	Ton	0	12	0	0	12	0
54	Brass Leaves—*see* Orsidue.							
55	Brass of sorts and Brassware	Ton	2	0	0	2	0	0
56	Do. do. when no weight given ...	...	Measurement.					
57	Bricks, Bath	Dozen	0	0	6	0	0	6
58	Do. Fire	Ton	1	12	0	1	12	0
59	Buckets, iron	One dozen	0	3	0	0	3	0
60	Bullion, Specie, Gold and Silverware Plate, &c.	Box or case	0	8	0	0	8	0
61	Camphor	Ton	2	12	0	2	12	0
62	Camphorwood Drawers and Boxes	Each case	0	8	0	0	8	0

Removal and Delivery Charges, should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.			Rent per Week, or part of a Week for Unclaimed Goods warehoused.			No. of Item.	Description of Goods.	How Charged	Imports. Wharfage.			Exports. Wharfage.		
Rs.	a.	p.	Rs.	a.	p.				Rs.	a.	p.	Rs.	a.	p.
0	1	0	0	0	6	63	Candles...	Cwt.	0	4	0	0	4	0
						64	Canes—*see* Rattans.							
0	2	0	0	2	0	65	Canvas	Bale	0	8	0	0	8	0
0	1	0	0	0	6	66	Do.	Bolt	0	2	6	0	2	6
0	2	0	0	2	0	67	Cardboards, Strawboards	Case or bale	0	6	0	0	6	0
0	3	0	0	2	0	68	Carpets, woollen or foreign...	Case or package	0	11	0	0	11	0
0	3	0	0	2	0	69	Do. cotton	,,	0	6	0	0	6	0
0	1	0	0	2	0	70	Cardamoms	Cwt.	0	4	0	0	4	0
						71	Do. bastard—*see* Spices.							
3	0	0	2	8	0	72	Carriages, four-wheeled	Each	10	0	0	10	0	0
2	0	0	1	4	0	73	Do. two-wheeled	,,	8	0	0	8	0	0
0	8	0	0	8	0	74	Cassaware	Ton	2	0	0	1	12	0
0	1	0	0	1	0	75	Casks and hogsheads, empty	Each	0	2	6	0	2	6
0	0	9	0	0	6	76	Do. do. half and quarter ...	,,	0	1	3	0	1	3
0	2	0	0	1	6	77	Butts, pipes and puncheons	,,	0	3	6	0	3	6
0	8	0	0	6	0	78	Cement...	Ton	1	2	0	1	2	0
0	8	0	0	6	0	79	Chalk	,,	1	6	0	1	6	0
Measurement						80	Cheese, in cases	Case	Measurement.					
0	0	6	0	0	3	81	Do. loose	Each	0	0	6	0	0	6
						82	Chemicals—*see* Drugs and Medicines.							
0	8	0	0	8	0	83	Chillies, dried	Ton	1	2	0	1	2	0
0	8	0	0	8	0	84	China, copper cash	,,	1	12	0	1	12	0
0	6	0	0	3	0	85	Do. white copperware	Case	0	8	0	0	8	0
0	3	0	0	2	0	86	Do. garden seats	Each	0	4	0	0	4	0
Measurement.						87	Do. and Japanware	Case	Measurement.					
0	1	6	0	0	9	88	Do. ware in rolls, large	One doz.	0	6	0	0	6	0
0	1	6	0	0	6	89	Do. do. small	,,	0	3	0	0	3	0
0	1	0	0	0	6	90	Do. preserves, chow-chow, &c.	Case of over ½ doz.	0	5	0	0	5	0

0	1	0	0	0	3	91	Do. do. do.	Case of ½ doz. and under	0	3	0	0	3	0
0	8	0	0	8	0	92	Do. roots	Ton	2	0	0	2	6	0
Measurement.						93	Cigars or Cheroots	Case	Measurement.					
0	8	0	0	8	0	94	Clay, China and fire	Ton	2	0	0	2	0	0
0	3	0	0	2	0	95	Clocks	Case of under 8 c. ft	0	8	0	0	8	0
0	6	0	0	4	0	96	Do.	Case of over 8 c. ft	0	14	0	0	14	0
1	0	0	0	10	0	97	Clove, stems	Ton	1	4	0	1	4	0
0	8	0	0	2	0	98	Coal, coke, cinders, ashes, patent fuel, dust and rubbish	Ton	0	14	0	0	14	0
0	8	0	0	2	0	99	Coal and coke in bags	,,	0	10	0	0	10	0
0	3	0	0	2	0	100	Cocoanuts (with a minimum charge of 2 as. per bag).	Per 1,000	0	8	0	0	8	0
0	1	3	0	1	0	101	Cochineal	Cwt.	0	3	3	0	3	3
0	8	0	0	8	0	102	Coffee	Ton	1	8	0	1	4	0
0	1	6	0	1	0	103	Coins, copper	Box or package	0	3	0	0	3	0
						104	Do. gold and silver—*see* Bullion.							
0	8	0	0	8	0	105	Coir, fibre	Ton	1	9	0	1	9	0
0	3	0	0	2	0	106	Do. pressed	Bale	0	3	6	0	3	6
0	12	0	0	8	0	107	Do. rope, cable, cordage, and yarn ...	Ton	1	4	0	1	4	0
0	8	0	0	8	0	108	Colomba-root	,,	2	0	0	2	0	0
Measurement.						109	Confectionery	Case	Measurement.					
0	12	0	0	6	0	110	Copper sheets	Ton	2	0	0	1	4	0
0	8	0	0	6	0	111	Do. cakes, slabs or tiles...	,,	1	12	0	1	8	0
0	8	0	0	6	0	112	Do. ware and wire	,,	2	0	0	1	12	0
Measurement.						113	Do. do. when no weight is given ...	Package	Measurement.					
0	12	0	0	8	0	114	Copperas, Sulphate of Iron and Sulphate of Copper	Ton	2	0	0	2	0	0
0	8	0	0	8	0	115	Copra	,,	1	2	0	1	9	0
0	4	0	0	2	0	116	Coral	Box	0	13	0	0	13	0
Measurement.						117	Do. imitation	Case	Measurement.					
0	12	0	0	10	0	118	Cordage and Rope—Hemp, Europe and Manilla.	Ton	2	4	0	2	4	0
0	8	0	0	8	0	119	Corriander seed	,,	1	9	0	1	9	0
Measurement.						120	Corks	Bale or case	Measurement.					
0	3	0	0	2	0	121	Cotton, raw, pressed*	Bale	0	2	0	0	2	0
0	6	0	0	3	0	122	Do. do. unpressed*	Bale or docra of over 3 cwts.	0	5	0	0	5	0
0	3	0	0	1	6	123	Do. do.*	Do. under 3 cwts.	0	2	6	0	2	6
0	8	0	0	8	0	124	Cowries	Ton	1	8	0	1	8	0

* Cotton intended for export from Wet Docks which has already paid the Trustees' full wharfage fee on export from another Bandar is allowed to be landed at the Harbour side of the East Wharf of the Docks, and will be shipped at ⅓rds of the above rates. If cotton so landed is not removed from the East Wharf within 3 days from date of landing an extra fee of half wharfage rate as above will be charged, and will be repeated for every additional 3 days or part of 3 days.

Removal and Delivery Charges, should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week for Unclaimed Goods warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
Special Do. Measurement.	Special Do. ment.	125	Crackers, China	Case of 1 picul. of 133 lbs.	0 6 0	0 6 0
		126	Do. do.	De. under 1 picul.	0 4 0	0 4 0
		127	Crockery, Queen's porcelain and earthenware ...	Crate or hhd.	Measurement.	0 4 0 for a case up to 12 c. ft. 0 6 0 do. 20 c. ft. & above 20 c. ft. under Items, Nos. 403 and 407.
0 8 0	0 8 0	128	Cummin Seed	Ton	2 12 0	2 12 0
Measurement.		129	Cutlery	Case	Measurement.	
Special.		130	Dammer	Ton	2 1 0	2 1 0
0 8 0	0 8 0	131	Dates, dry	,,	1 0 0	1 0 0
0 8 0	0 8 0	132	Do. wet	,,	1 0 0	1 0 0
0 2 0	0 1 0	133	Do. in pots	One doz. pots	0 6 0	0 6 0
0 12 0	0 8 0	134	Disinfecting powder	Ton	1 8 0	1 8 0
Measurement.		135	Drugs and medicines, foreign, not enumerated...	Case	Measurement.	
1 0 0	0 8 0	136	Drugs, country	Ton	2 4 0	2 4 0
0 4 0	0 2 0	137	Do. do.	Case	0 3 0	0 3 0
0 8 0	0 8 0	138	Dyes, country and foreign, in bulk	Ton	2 0 0	2 0 0
0 3 0	0 1 0	139	Do. foreign	Case or package	Measurement.	
0 3 0	0 1 0	140	Dragon's blood	,,	0 7 0	0 7 0
		141	Earthenware, foreign—*see* Crockery.			
0 12 0	0 8 0	142	Earthenware piping, retorts, &c., for drainage...	Ton	1 12 0	1 12 0
		143	Elephants' tusks and Moye's teeth—*see* Ivory.			
0 4 0	0 2 0	144	Fans	Case	0 7 0	0 7 0
0 12 0	0 10 0	145	Fat, Grease, Lard and Tallow ...	Ton	2 0 0	2 0 0

0	4	0	0	2	0	146	Feathers	Case or package	0	7	0	0	7	0
Measurement						147	Felt	Bale	Measurement.					
Special.						148	Firewood	Ton	0	12	0	0	12	0
1	0	0	1	0	0	149	Fishmaws	,,	2	0	0	2	0	0
0	4	0	0	2	0	150	Flax	Bale	0	7	0	0	7	0
0	12	0	0	8	0	151	Flour*	Ton	0	10	0	0	8	0
Special.						152	Fruits, fresh, foreign	Case	0	2	0	0	2	0
Do.						153	Do. do. do.	Barrel	0	2	6	0	2	6
0	8	0	0	8	0	154	Do. dried, not enumerated	Ton	2	0	0	2	0	0
0	2	0	0	1	0	155	Do. dried, from Europe	Case	Measurement.					
Special.						156	Do. fresh, from Zanzibar and Muscat ...	Basket	0	2	0	0	2	0
Measurement.						157	Furniture	Case	Measurement.					
0	1	0	0	0	6	158	Chairs, loose	Each	0	1	6	0	1	6
						159	Gallnuts—*see* Myrabolams.							
1	0	0	0	10	0	160	Ghee	Ton	1	12	0	1	12	0
0	8	0	0	8	0	161	Ginger, dry	,,	1	4	0	1	4	0
Measurement.						162	Glassware	Hhd. or crate	Measurement.					
0	1	6	0	0	9	163	Glass, window	Box	0	2	6	0	1	9
0	3	0	0	2	0	164	Do. broken	Box or package	0	6	0	0	6	0
0	4	0	0	2	0	165	Goats' hair, pressed	Bale	0	6	0	0	3	0
						166	Gold, gold-leaf, &c.—*see* Bullion.							
0	2	0	0	1	0	167	Gold-leaf, mock	Box or package	0	3	0	0	3	0
0	8	0	0	6	0	168	Grain, Wheat, Bajri, Jowari, Gram, Rice, Barley, &c.	Ton	0	8	0	0	8	0
0	8	0	0	6	0	169	Ground-nuts	,,	0	13	0	0	13	0
0	8	0	0	8	0	170	Gums of sorts, Copal, Ammoniac, Arabic, Benjamin, Bedellium	,,	2	4	0	2	0	0
0	6	0	0	3	0	171	Gunny pieces and bags	Bale	0	6	0	0	6	0
0	4	0	0	2	0	172	Do. do.	Half bale	0	4	0	0	4	0
0	1	0	0	0	6	173	Do. do.	Bdle. of 50 pieces.	0	2	0	0	2	0
Special.						174	Gunpowder	Package	Special.					
Do.						175	Guns, large—Cannons, Howitzers, &c.—*see* Military Stores.							
0	4	0	0	2	0	176	Guns, sporting—Rifles, Fowling Pieces, &c. ...	Each	0	9	0	0	9	0
0	2	0	0	1	0	177	Do. Pistols, Revolvers, &c.	,,	0	7	0	0	7	0
Measurement.						178	Haberdashery, Millinery, Hosiery, &c. ...	Case	Measurement.					
Do.						179	Hams, in cases	,,	Do.					
0	0	6	0	0	3	180	Do. in canvas, loose	,,	0	0	6	0	0	6
0	12	0	0	8	0	181	Hardware	Ton	2	4	0	1	12	0
Measurement.						182	Do. when no weight is given	Case	Measurement.					
0	8	0	0	3	0	183	Harmoniums and Organs, if under 20 cubic feet...	Each	1	4	0	1	4	0

* Except corn flour and farinacious preparations in tins (vide items 271—3).

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
1 0 0	0 4 0	184	Harmoniums & Organs if 20c. feet & under 30 c. feet.	Each	1 13 0	1 13 0
1 8 0	0 6 0	185	Do. „ 30 do. do. 40 do.	„	2 6 0	2 6 0
2 0 0	0 8 0	186	Do. „ 40 do. do. 50 do.	„	3 0 0	3 0 0
2 4 0	0 9 0	187	Do. „ 50 do. do. 60 do.	„	5 0 0	5 0 0
2 8 0	0 10 0	188	Do. „ 60 do. do. 70 do.	„	8 0 0	8 0 0
2 12 0	0 11 0	189	Do. „ 70 do. do. 80 do.	„	12 0 0	12 0 0
3 0 0	0 12 0	190	Do. „ 80 do. & over ...	„	15 0 0	15 0 0
Measurement.		191	Harness and harness requisites	Case	Measurement.	
		192	Hats and Caps—*see* Haberdashery.			
Special.		193	Hay and straw, pressed	Bale	0 4 6	0 4 6
0 8 0	0 6 0	194	Hemp, loose, in bundles	Ton	1 13 0	1 13 0
0 4 0	0 2 0	195	Do. pressed	Bale	0 4 0	0 3 0
0 4 0	0 2 0	196	Hessians	„	0 8 0	0 8 0
0 8 0	0 4 0	197	Hides, buffalo, &c.	One hundred	1 0 0	1 0 0
0 12 0	0 8 0	198	Horns of kinds	Ton	1 6 0	1 6 0
Special.		199	Ice	„	1 12 0	1 12 0
		200	Do. small quantities for use of ships in Dock ...		Free.	
		201	Incense—*see* Olibanum.			
Measurement.		202	Indian Condiments	Case	Measurement.	
0 8 0	0 8 0	203	Indigo	Ton	2 0 0	2 0 0
Measurement.		204	Instruments, drawing, mathematical, musical, &c., not enumerated	Case	Measurement.	
0 6 0	0 3 0	205	Ink	Case or package	0 11 0	0 11 0
0 8 0	0 4 0	206	Do.	Cask	0 14 0	0 14 0
Measurement.		207	Do.	Package of not more than 50 lbs.	0 8 0	0 2 0
0 8 0	0 8 0	208	Ironmongery	Ton	2 4 0	2 0 0
Measurement.		209	Ironmongery, when no weight is given ...	Package	Measurement.	

0	8	0	0	4	0	210	Iron—Bar-iron, hoops, pig, rod, scrap, sheets, bands, angle, T, and old; and steel hoop.			Ton	1	2	0	1	2	0
0	12	0	0	6	0	211	Do. other than the foregoing, including girders, castings, pipes, &c., under 1½ tons weight, & galvanised iron tubes & pipes...			,,	1	10	0	1	10	0
						212	Do. for weights above 1½ tons—*see* Rates for Machinery.									
0	1	3	0	1	0	213	Ivory, elephants' tusks, &c.	...	...	Cwt.	0	3	3	0	3	0
0	3	0	0	2	0	214	Ivory ware	...	...	Package	0	10	0	0	10	0
0	8	0	0	8	0	215	Jagree ...	...	...	Ton	0	12	6	0	12	6
0	4	0	0	2	0	216	Jars, fancy, large, China and Japan...		...	Each	0	3	0	0	3	0
1	8	0	0	12	0	217	Do. common, large	...	...	One hundred	6	0	0	6	0	0
1	0	0	0	8	0	218	Do. do. small	...	...	,,	4	0	0	4	0	0
1	0	0	1	0	0	219	Jewellery and trinkets	...	...	Box or package	1	8	0	1	8	0
0	4	0	0	2	0	220	Do. do. imitation		...	,,	0	8	0	0	8	0
0	3	0	0	2	0	221	Jute, pressed	...	...	Bale	0	5	0	0	3	0
	Special.					222	Kerosine Oil	...	...	Case of 8 imp. gals.	0	1	3	0	1	3
0	8	0	0	8	0	223	Kootwood	...	...	Ton	2	0	0	2	0	0
1	0	0	0	8	0	224	Lac ...	...	...	,,	2	8	0	2	8	0
0	2	0	0	1	0	225	Lac dye	...	...	Package	0	7	0	0	7	0
0	4	0	0	2	0	226	Lace and thread, gold and silver, or kinkob		...	,,	0	8	0	0	8	0
	Measurement.					227	Do. do. mock	...	...	Case or package	Measurement.					
0	8	0	0	8	0	228	Lead, pig, piping, sheet, and rolls		...	Ton	1	8	0	1	8	0
0	8	0	0	8	0	229	Do. black, white and red		...	,,	2	4	0	2	4	0
0	8	0	0	8	0	230	Do. shot	...	...	,,	2	4	0	2	4	0
0	4	0	0	2	0	231	Leather, foreign	...	...	Case or package	Measurement.					
0	8	0	0	8	0	232	Liquorice root	...	...	Ton	2	0	0	1	8	0
						233	Live Stock :—									
						A	Cows and Buffaloes	...	...	Each	1	12	0	1	12	0
						B	Calves and Pigs	...	...	,,	0	10	0	0	10	0
						C	Dogs and Monkeys	...	...	,,	0	3	0	0	3	0
						D	Donkeys	...	...	,,	1	12	0	1	12	0
						E	Deer ...	...	...	,,	0	10	0	0	10	0
						F	Elephants	...	...	,,	6	0	0	6	0	0
	Special...					G	Fowls and Ducks	...	...	One dozen	0	3	6	0	3	6
						H	Goats and Sheep	...	...	Each	0	5	0	0	5	0
						I	Horses*	...	...	,,	2	0	0	2	0	0
						J	Mules	...	...	,,	2	0	0	2	0	0
						K	Pigeons, Quails and Partridges		...	Per dozen	0	2	0	0	2	0
						L	Turkeys and Geese	...	...	One dozen	0	6	0	0	6	0
						M	Tigers, Bears, Crocodiles & other wild animals.			Each	5	0	0	5	0	0

* When horses are landed or shipped in boxes, wharfage will be charged only on the horses.

Removal and Delivery Charges, should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week for Unclaimed Goods warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
		N	Other small birds	Free		
		O	Small birds or animals, such as Cats, Monkeys, &c., in charge of the owner	,,		
		P	Animals for public gardens in India ...	,,		
Special ...	Special ...	234	Luggage of European sailors, ship captains, members of the Water Police, and Preventive officers when proceeding on, or returning from duty at the Dock.	,,		
0 2 0	0 2 0	235	Luggage, Passengers' ... ... } See also item No. 410.	Portmanteau & hand packgs.	0 1 0	0 1 0
0 2 0	0 2 0	236	Do. do. ... ... } See also item No. 410.	Trunks and cases.	0 2 0	0 2 0
0 12 0	0 8 0	237	Machinery, up to ½ ton weight ...	Ton	1 4 0	1 4 0
1 0 0	0 12 0	238	Do. over ½ and not exceeding 1½ tons ...	,,	1 10 0	1 10 0
1 4 0	1 0 0	239	Do. over 1½ and not exceeding 5 tons ...	,,	1 14 0	1 14 0
1 8 0	1 2 0	240	Do. over 5 and not exceeding 8 tons ...	,,	2 4 0	2 4 0
2 0 0	1 4 0	241	Do. over 8 and not exceeding 11 tons ...	,,	4 0 0	4 0 0
2 8 0	1 8 0	242	Do. over 11 and not exceeding 15 tons ...	,,	5 0 0	5 0 0
3 0 0	1 12 0	243	Do. over 15 and not exceeding 100 tons ...	,,	7 8 0	7 8 0
0 8 0	0 8 0	244	Madder or Munjeet	,,	2 0 0	1 8 0
1 0 0	1 0 0	245	Marble and Marble slabs	,,	2 4 0	2 4 0
Measurement.	Measurement.	246	Matches	Case	Measurement.	
0 4 0	0 2 0	247	Mats of sorts, foreign	Package of 50	0 5 6	0 5 6
0 2 0	0 1 0	248	Do. country	One hundred	0 6 0	0 6 0
0 4 0	0 2 0	249	Matting, coir	Package	0 5 0	0 5 0
0 6 0	0 3 0	250	Do. rolls of coir carpet	,,	0 8 0	0 8 0
		251	Medicines—*see* Drugs.			
0 12 0	0 10 0	252	Metals, unenumerated	Ton	2 0 0	1 4 0
Special.		253	Military Stores, Arms, equipments not enumerated, up to 1½ tons	,,	2 0 0	2 0 0

					254	Do. for weights above 1¼ tons—*see* Rates for Machinery.			
					255	Do. when no weight is given			
					256	Millinery—*see* Haberdashery.			
					257	*Mill furnishings*—*see* Rates for Machinery.			
0	2	0	0	1	0	258	Mineral waters	Case or cask	0 5 0	0 5 0
0	8	0	0	8	0	259	Mother-o'-Pearl Shells	Ton	2 4 0	1 12 0
0	12	0	0	8	0	260	Mowra Flowers	,,	0 15 0	0 15 0
0	4	0	0	4	0	261	Musk	Case or package	1 4 0	1 4 0
0	6	0	0	4	0	262	Myraholams or Galnuts and Beeda-nuts ...	Ton	0 15 0	0 15 0
0	8	0	0	8	0	263	Nails, of sorts	,,	1 12 0	1 12 0
	Special.					264	Naphtha	Case or carboy	0 3 0	0 3 0
0	8	0	0	8	0	265	Nux Vomica	Ton	2 0 0	1 8 0
0	12	0	0	8	0	266	Oilcake	,,	1 2 0	1 2 0
0	1	0	0	1	0	267	Oils—Linseed, Castor, Gingelly, and other Vegetable...	Tin, drum or case up to 10 gals.	0 2 6	0 2 6
0	12	0	0	8	0	268	Do. do. do. in casks ...	Ton	2 0 0	1 8 0
0	8	0	0	4	0	269	Do. perfumed	Case or pot	0 10 0	0 10 0
	Measurement.					270	Oilcloth and Floorcloth	Ton	2 0 0	2 0 0
0	1	0	0	0	9	271	Oilman's Stores	Case below 2 c. ft.	0 2 0	0 2 0
0	1	6	0	1	0	272	Do.	Case from 2 to 5 c. ft.	0 4 0	0 4 0
	Measurement.					273	Do.	Case from 5 c. ft. and upwards.	Measurement.	
1	0	0	0	8	0	274	Olibanum or Incense	Ton	1 12 0	1 8 0
1	8	0	1	0	0	275	*Opium*	Chest of 140 lbs.	1 12 0	1 4 0
0	12	0	0	8	0	276	Do.	Half-chest	0 14 0	0 10 0
						277	Organs and Harmoniums—*see* Harmoniums.			
0	1	0	0	0	6	278	Orsidue or brass leaves	Package	0 2 6	0 2 6
0	1	0	0	0	6	279	Overland post parcels	Each	0 2 6	0 2 6
0	8	0	0	8	0	280	Paints, oil	Ton	2 4 0	2 4 0
0	4	0	0	2	0	281	Paper of kinds	Case or bale	0 6 0	0 6 0
1	0	0	1	0	0	282	Pearls	Box or package	1 0 0	1 0 0
	Measurement.					283	*Do. imitation*	Do.	0 7 0	0 7 0
0	8	0	0	8	0	284	Pepper of kinds and pepper roots ...	Ton	2 8 0	1 12 0
							Perambulators	Case	Measurement.	
	Measurement.					285	Perfumery—hair oil, pomades, &c.	,,	Measurement.	
4	0	0	2	0	0	286	Pianofortes	Each	5 0 0	5 0 0
0	4	0	0	2	0	287	Piece Goods, Cotton, including Printed Handkerchiefs, Melton Shawls, Harness Shawls, Turkey Red Shawls	Bale	0 4 0	0 2 6
0	4	0	0	2	6	288	Piece Goods, Silks and Velvets	,,	0 12 0	0 12 0
0	4	0	0	2	6	289	Do. Cotton and Silk, large bales ...	,,	0 12 0	0 12 0
0	4	0	0	2	0	290	Do. Woollens	,,	0 6 0	0 5 0

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 8 0	0 8 0	291	Pitch	Ton	2 2 0	2 2 0
		292	Porcelain—*see* Crockery.			
		293	Plants for public gardens in India	.....	Free.	
		294	Platedware—*see* Bullion.			
1 0 0	1 0 0	295	Precious Stones	Box or case	1 0 0	1 0 0
		296	Provisions, fresh, for voyage*	Coolie-load	0 1 0	0 1 0
		297	Provisions for daily use of ships in Dock ...	.....	Free.	
0 2 0	0 1 0	298	Quicksilver	Bottle.	0 5 0	0 5 0
0 2 0	0 1 0	299	Rags	Bale or package.	0 4 0	0 3 0
Special.	Special.	300	Railway Plant and Materials	.....	Same rates as Machinery	
		301	Raisins—*see* Fruits, dried.			
0 12 0	0 8 0	302	Rattans...	Ton	2 4 0	2 4 0
0 1 0	0 0 6	303	Do. Malacca	One dozen	0 3 0	0 3 0
0 8 0	0 8 0	304	Rose-flowers, dried	Ton	2 4 0	2 4 0
0 1 6	0 1 0	305	Rose-water	Case	0 2 6	0 2 6
0 1 0	0 0 6	306	Do.	Carboy	0 1 0	0 1 0
		307	Rope—*see* Cordage.			
0 8 0	0 8 0	308	Rosin	Ton	2 4 0	2 4 0
		309	Saddlery—*see* Harness.			
0 8 0	0 8 0	310	Safflower	,,	2 8 0	1 12 0
0 4 0	0 2 0	311	Saffron	Case	1 0 0	1 0 0
0 8 0	0 8 0	312	Sago	Ton	2 4 0	2 4 0
Measurement.		313	Do.	Case or package	Measurement.	
0 8 0	0 8 0	314	Salammoniac	Ton	2 4 0	2 4 0
0 12 0	0 6 0	315	Salt, country	,,	0 6 0	0 6 0
		316	Do. Refined—*see* Oilman's stores.			

* *Bona fide* ship's stores, furniture, tools and materials for repairs imported or exported at Wet Dock are exempted from payment of Wharfage charges.

0	12	0	0	6	0	317	Saltpetre		,,	2	0	0	2	0	0
0	1	0	0	0	6	318	Samples, Cotton, small		.....	Free.					
0	1	0	0	0	6	319	Do. other than above		Parcel	0	1	0	0	1	0
Measurement.						320	Do. do. in case		Case	Measurement.					
0	8	0	0	8	0	321	Sandalwood		Ton	2	0	0	2	0	0
0	2	0	0	1	0	322	Sandalwood boxes and ware		Package	0	7	0	0	7	0
0	8	0	0	8	0	323	Sapanwood		Ton	1	10	0	1	6	0
0	6	0	0	4	0	324	Seeds, Oil—Linseed, Teel, Rape, Mustard, Castor, Niger, Poppy, &c.		,,	0	10	0	0	11	0
0	12	0	0	8	0	325	Seeds other than Oilseeds, unenumerated ...		,,	1	12	0	1	12	0
0	8	0	0	8	0	326	Senna leaves		,,	2	4	0	1	12	0
1	0	0	1	0	0	327	Shark Fins and Samooder Fins		,,	2	2	0	2	2	0
0	8	0	0	4	0	328	Shawls, Cashmere and Delhi		Case or package	0	14	0	0	12	0
0	4	0	0	2	0	329	Do European		,,	Measurement.					
0	8	0	0	8	0	330	Shellac		Ton	2	8	0	1	12	0
0	3	0	0	2	0	331	Shells, in cases, unenumerated		Case	0	7	0	0	7	0
0	8	0	0	8	0	332	Do. in bags and loose, unenumerated ...		Ton	2	0	0	1	8	0
0	1	6	0	1	0	333	Shovels		Per dozen	0	3	0	0	3	0
0	4	0	0	2	0	334	Silk, Raw		Case or bale	0	8	0	0	8	0
						335	Silk Piece Goods—*see* Piece Goods.								
						336	Silverware—*see* Bullion.								
Measurement						337	Skins, Goat and Sheep, tanned		Bundle, bale or case	0	6	0	0	6	0
Do.						338	Soap, perfumed, foreign		Case	Measurement.					
Do.						339	Do. do. bar		,,	Do.					
Do.						340	Do. do. do. in small boxes		Per cubic foot	0	2	0	0	2	0
1	0	0	0	8	0	341	Soap, soft, country and bar		Ton	1	12	0	1	12	0
0	8	0	0	4	0	342	Spelter and Solder		,,	1	14	0	1	14	0
1	0	0	0	12	0	343	Spices—cinnamon, mace, nutmegs, cloves, bastard cardamoms, and others unenumerated.		,,	1	12	0	1	8	0
						344	Bastard cardamoms—*see* Special rate for Cardamoms.								
0	0	1½	0	0	3	345	Spirits, Liquors, and Wines, in wood ...		Imp. gal.	0	0	3½	0	0	3½
0	0	9	0	0	3	346	Do. do. in bottle ...		1 doz. qts. or 2 doz. pints	0	2	0	0	2	0
Measurement.						347	Stationery, unenumerated		Case or cask	Measurement.					
0	8	0	0	4	0	348	Steel		Ton	1	8	0	1	8	0
0	12	0	0	8	0	349	Sugar and Sugarcandy and Molasses ...		,,	0	12	6	0	12	6
0	2	0	0	1	0	350	Do. Loaf or Chopped		Case of 1 cwt. and over	0	5	0	0	3	6
Measurement.						351	Do. do. do.		Case under 1 cwt.	Measurement.					
0	8	0	0	8	0	352	Sulphur		Ton	2	2	0	2	2	0
						353	Tallow—*see* Fat.								
1	0	0	0	10	0	354	Tamarind		,,	1	4	0	1	4	0

Removal and Delivery Charges, should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week for Unclaimed Goods warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 8 0	0 8 0	355	Tar	Ton	2 2 0	2 2 0
0 1 0	0 0 6	356	Tea	Pkge. up to 15 lbs.	0 1 0	0 1 0
0 1 0	0 0 6	357	Do.	Pkge. above 15 lbs. & up to 30 lbs.	0 2 0	0 2 0
0 2 0	0 1 0	358	Do.	Pkge. above 30 lbs. & for every 60 lbs.	0 3 0	0 3 0
0 12 0	0 6 0	358a	Do.	Package of 180 lbs.	...	0 8 0
0 3 0	0 1 6	359	Thread	Case	0 6 0	0 5 0
0 12 0	0 8 0	360	Tiles, flooring	Ton	2 4 0	2 4 0
0 12 0	0 8 0	361	Do. foreign	1,000	3 12 0	3 12 0
		362	Do. Mangalore	Regtr. ton of vessel	1 12 0	1 12 0
0 12 0	0 4 0	363	Timber—Blackwood, Ebony, Teak and Pine, in logs and squares	Ton of 50 cubic ft.	1 12 0	1 12 0
0 12 0	0 4 0	364	Do. planks and scantlings	,,	1 4 0	1 4 0
0 8 0	0 4 0	365	Tin of kinds	Ton	1 12 0	1 4 0
0 1 0	0 0 6	366	Tin plates	Box of 1 cwt.*	0 1 6	0 1 3
0 4 0	0 2 0	367	Tobacco, foreign or manufactured	Case	0 6 0	0 6 0
Measurement.		368	Do. country	Bale	Measurement.	
0 4 0	0 2 0	369	Tortoise shell	Case	0 9 0	0 9 0
Measurement.		370	Toys	,,	Measurement.	
0 2 0	0 1 0	371	Trunks and boxes	,,	Do.	
0 6 0	0 6 0	372	Turmeric and turmeric powder	Ton [gals.	1 8 0	1 4 0
Special.		373	Turpentine	Tin, drum or case up to 10 Imp.	0 2 6	0 2 6
1 4 0	0 8 0	374	Twine	Ton	2 0 0	2 0 0
0 4 0	0 2 0	375	Twist and Yarn	Bale	0 4 0	0 2 3
Measurement.		376	Umbrellas	Case	Measurement.	
0 1 0	0 0 6	377	Varnish	Five imp. gals.	0 2 0	0 2 6
		378	Vegetables, fresh, for voyage	Coolie-load	0 6	0 1 6
		379	Do. do.	Cart-load	0 7 0	0 7 0

* Boxes above 1 cwt. to be charged proportionately.

0	2	0	0	1	0	380	Vermilion	Case	0	2	0	0	1	0
0	3	0	0	2	0	381	Waste, Cotton, Twist and Wool	Bale	0	2	0	0	2	0
0	8	0	0	8	0	382	Watches, gold and silver	Case	1	8	0	1	8	0
0	4	0	0	2	0	383	Do. other than above	,,	0	12	0	0	12	0
0	6	0	0	4	0	384	Weed Seed	Ton	2	4	0	2	4	0
0	8	0	0	8	0	385	Whiting...	,,	2	0	0	2	0	0
						386	Wines, &c.—*see* Spirits.							
0	1	0	0	0	6	387	Wire, bottling	Case of 1 cwt.	0	2	0	0	2	0
1	0	0	0	8	0	388	Do. of sorts, unenumerated	Ton	2	4	0	2	4	0
0	3	0	0	1	0	389	Wool, unpressed	Docra up to 1½ cwts.	0	4	0	0	4	0
0	4	0	0	2	0	390	Do. do.	Do. between 1½ and 3 cwts.	0	6	0	0	6	0
0	4	0	0	2	0	391	Do. do.	Bale or bora above 3 cwts.	0	8	0	0	8	0
0	3	0	0	2	0	392	Do. pressed	Bale	0	5	0	0	5	0
						393	Do. Berlin—*see* Haberdashery.							
						394	Woollens—*see* Piece Goods.							
0	12	0	0	6	0	395	Yellow metal, sheets, sheathing, and braziers ...	Ton	2	0	0	1	4	0
0	8	0	0	6	0	396	Zinc sheathing, sheets and perforated sheets ...	,,	2	0	0	2	0	0
						397	On all goods not enumerated, if in cases, bales, crates, or casks, and for all goods specified to be charged for by measurement, the rates will be :—							
0	1	0	0	0	9	398	If under 4 cubic feet	Package	0	2	0	0	2	0
0	1	6	0	1	0	399	If 4 or under 6 cubic feet	,,	0	4	0	0	4	0
0	2	6	0	1	6	400	If 6 or under 10 cubic feet	,,	0	6	6	0	6	6
0	4	0	0	2	0	401	If 10 or under 15 cubic feet	,,	0	8	0	0	8	0
0	5	0	0	2	6	402	If 15 or under 20 cubic feet	,,	0	10	0	0	10	0
0	6	0	0	3	0	403	If 20 or under 30 cubic feet	,,	0	14	0	0	14	0
0	10	0	0	5	0	404	If 30 or under 40 cubic feet	,,	1	3	0	1	3	0
0	14	0	0	7	0	405	If 40 or under 50 cubic feet	,,	1	8	0	1	8	0
1	0	0	0	8	0	406	If 50 or under 60 cubic feet	,,	1	14	0	1	14	0
0	1	0	0	0	9	407	For every 10 cubic or part of 10 cubic feet additional	,,	0	2	0	0	2	0
1	4	0	0	8	0	408	On all goods not enumerated, chargeable by weight	Ton	2	4	0	2	4	0
						409	Unenumerated unpacked goods	Coolie-load	0	2	0	0	2	0
						410	Passengers' baggage, unmanifested, and for which Dock labour is not supplied	Free.						

MISCELLANEOUS CHARGES.

1. The following charges will be made for loading or unloading carts at the Docks :—

For spirits, wines, candles, copper, and yellow metal in cases—1½ annas per cart.
For other goods except machinery—1 anna per cart.
For machinery by truck—special rates.

The Dock Superintendent has discretionary power to allow consignees or shippers to load carts.

2. Transhipment of goods overside into or from boats, if supported by Customs documents, will be permitted free.

3. A charge of 3 annas per ton will be levied from the ship or from the consignees, as the case may be, for sorting iron which is landed in a mixed condition.

4. When the Dock pontoon is used by any vessel for the purpose of effecting repairs, a charge of Rs. 5 for a day or Rs. 10 for a day and night will be levied.

5. A fee of 4 annas will be levied for each duplicate chappa that may be required.

6. The following charges will be levied for opening cases, &c. :—

	Rs.	a.	p.	
Cases not otherwise enumerated under 6 cubic feet	0	0	6	each.
,, ,, over 6 ,,	0	1	0	,,
Bales under 6 cubic feet	0	1	0	,,
,, over 6 ,,	0	2	0	,,
Cases, Machinery, under 1½ tons weight	0	2	0	,,
Packages over 1½ tons weight	0	8	0	,,
Cases, Wines and Spirits, containing 2 dozen and under	0	0	6	,,
,, ,, ,, over 2 dozen	0	1	0	,,
Pianos and Harmoniums	0	4	0	,,
Gilt Mouldings	0	4	0	,,
Quarter Casks in casing	0	4	0	,,
Hogsheads ,,	0	8	0	,,
Two-wheeled Carriages	0	4	0	,,
Four-wheeled ,,	0	8	0	,,
Fixing Carriages	4	0	0	,,

7. The consignee or shipper of goods when repacking at the Docks will be charged half an anna per package.

8. For use of Dock scales or weigh-bridge 8 annas up to 16 tons, and ½ an anna for every ton in excess of 16 will be charged.

	Rs.	a.	p.	
For Hire of Dock Shoots	1	0	0	each per day.
For Hire of Chain Slings (to be used at ship's risk)	0	8	0	,,
For Hire of Tubs	0	8	0	,,
For Hire of 5 ton Trucks	3	0	0	,,
For Hire of 10 ,,	6	0	0	,,

9. Weighing or measuring goods 3 annas per ton and a further charge of Rs. 2 per day when a clerk is employed.

10. For certificates of weight or measurement Rs. 5 each.

11. Imports. RENTS.

A.—*Import Goods except Iron and Steel as specified under item No.* 210. Sugar, rice and dutiable goods will be allowed 7 days and duty-free goods 5 days free of rent after landing. After these free days have expired, extra rents will be incurred for every 3 days, or part of 3 days, at the rate of one-third of the wharfage fee to which the goods may be liable. Immediately after the expiry of free days goods may be removed into the Ware-house for Unclaimed Goods. No free days will be allowed for coal, coke, cinders, ashes, patent fuel, dust, or rubbish.

B.—Iron and steel as specified under item No. 210 and mild steel, *i.e.*, steel other than fagot, keg, spring or octagon, will be allowed 9 days free of rent after landing. After these free days have expired, such goods may be removed into the warehouses for unclaimed goods, but if allowed to remain within the limits of the Dock sheds or quays, will be charged rent for the area occupied at the rate of Rs. 20 per 500 square feet per mensem when stored on the open ground and Rs. 30 per 500 square feet per mensem when stored in sheds.

12. Exports.

A.—Goods brought for shipment when no vessel is named will be charged rent from the date of the receipt of the goods to the date on which a vessel may be named.

B.—Goods brought for shipment by any vessel which may be named will be allowed 10 days free of rent if the goods be kept in the open, and 7 days if the goods be kept in the sheds. Exporters must elect where goods are to be placed, whether in the open air or in sheds.

C.—Goods brought for shipment, but which may not be shipped but removed by cart, will be charged rent from the date on which they were brought for shipment.

D.—Part shipments shut out owing to no fault of the shipper, but because of the vessel being full, shall, if removed by cart or boat, receive the benefit of the free days as if the goods had been taken by the vessel.

E.—After the free days have expired rent will be incurred for every 3 days, or part of 3 days, at the rate of one-half of the wharfage to which the goods may be liable.

F.—On shut-out cargo removed by boats or carts one-half of the wharfage only will be recovered, provided that no dock labour is employed, and that the goods are removed within the 24 working hours of the departure of the vessel from the Dock.

G.—Shut-out cargo will be allowed to remain in the transit sheds or in the open, free of rent, for 24 working hours from the departure from the Dock of the vessel in which it was intended to be shipped.

H.—Grain or Seeds brought to the Docks direct by rail and found to be unfit for shipment by reason of the inferiority of quality may be removed from the Dock premises without payment of any wharfage fee, provided the removal takes place within 24 hours of arrival. On the expiration of 24 hours the usual rates will become chargeable.

13. In computing the days for charging rents, Sundays and the holidays enumerated in bye-law No. 85* as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received, will be omitted.

14. Ships' stores and coal, for consumption on board the vessel to which they are taken, may be conveyed in lighters into Dock, and taken on board from such lighters free of overside charge.

15. Import goods delivered into lighters alongside for removal out of Dock will be charged ¼th of wharfage rate; export goods taken on board from lighters alongside will be charged ¼rd the wharfage rate. Opium taken on board vessels in Wet Docks from lighters alongside will be charged 2 annas per chest, or 1 anna per half-chest.

16. Burst bales, &c., relanded in course of shipment, for repacking, will not be charged a second wharfage fee.

17. For cotton, coir and wool brought by boat for shipment overside, when bales are burst, and when for that or any other reason they require to be landed at the Docks, the following charges will be levied:—

	Cotton.	Coir.	Wool.
On landing, if work is done by Mukadam, per bale ..... Rs.	0 0 6	0 0 9	0 0 6
On re-shipment do. ..... „	0 0 6	0 0 9	0 0 6
On re-shipment, if work is done by Trust, per bale ..... „	0 2 0	0 2 9	0 4 6

18. Railway materials for the G. I. P. and B. B. & C. I. Railway Companies forming part of a general cargo will within the limit hereafter mentioned be allowed free overside delivery in the Dock, and lighters employed to remove the same will be exempted from Dock dues, but when such Railway materials form three-fourths or more of the entire cargo of a vessel the vessel shall pay overside charges at the usual rate on the full quantity discharged in the Docks.

Railway materials entitled to free overside delivery under this clause, when landed on the quay for ship's convenience and afterwards re-shipped into boats, will be treated as transhipment cargo under Rule 23.

19. Ordinary Ballast brought from a Port Trust Bandar, and on which wharfage fees have been paid, will be allowed into Dock free of charge, and similary all ballast taken out of a vessel in Dock by boats may be passed free if removed to a Port Trust Bandar. Ballast brought from elsewhere into Dock will be charged the Trustees' "outlying Bandars" wharfage fee, but ballast brought or taken away by cart will be charged 4 annas per ton.

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* BYE-LAW.—Working hours at the Dock shall be from sunrise to sunset, except on Holidays and Sundays. The sanctioned holidays recognized by the Trustees will be Christmas Day, New Year's Day, Good Friday, the Sovereign's Birth Day, and any fast or thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees. In computing the days for charging rents Sundays and the holidays enumerated as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received will be omitted. The day on which goods are landed will be counted as one of the free days except when goods are landed after sunset when the free days will not commence until the following morning.

20. Dock Dues.

A.—In addition to the foregoing charges on goods, every square-rigged vessel using the Docks (except troop-ships, for which special rates may be arranged,) will be charged 1 pie per ton per diem, the minimum charge (troop-ships excepted) being Rs. 25 for each square-rigged vessel.

B.—Vessels occupying a berth on the outside face of the Dock shall be charged half Dock dues in every case in which there may not be a berth available inside the Dock.

C.—Vessels will not be charged for Sundays or the holidays enumerated in Bye-law No. 85 when no work is done.

D.—A vessel lying in Dock without cargo, waiting for charter or cargo, and not working, shall nevertheless be charged full Dock dues for the time she so lies idle.

E.—Dock dues on all country craft (not square-rigged,) will be charged at the rate of 2 pies per ton diem.

F.—The day that a vessel enters and the day she leaves the Dock shall be counted as one day.

G.—Charges for vessels entering the Wet Docks for repairs :—
For vessel 250 feet long and under.....Rs. 12 per diem.
For vessels over 250 feet in length .....Rs. 18 per diem.

21. Night and Holiday work.

The charges for night work at Wet Docks shall be as follow:—

A.—Rs. 30 per night from 7 P. M to 3. A. M.
Rs. 15 per half-night from 7 P. M. to midnight.

B.—When gates are opened for receiving and delivering cargo, Rs. 15 per night from 7 P.M. to 3 A.M., and Rs. 7½ per half-night from 7 P.M. to midnight, or from midnight to 3 A. M., to be paid by each ship receiving goods through a Dock gate after working hours, except in the case of State Railway materials, the charge for which will be Rs. 3 per night and Rs. 1½ per half-night.

C.—The following extra rates shall be charged for work done in Wet Docks on Sundays and Holidays :—
For work done any time between midnight on Saturday and midnight on Sunday.....Rs. 200
For work done on holidays..... „ 30 per day.
„ ..... „ 15 per half-day.

D.—When gates are opened for receiving and delivering cargo, a fee of Rs. 15 per day and Rs. 7½ per half-day will be charged, except in the case of State Railway materials, the charge for which will be Rs. 3 per day and Rs. 1½ per half-day. Such fee to be paid on account of each vessel for which cargo is being received or delivered.

22. Boats using the East Wharf of the Wet Docks shall be charged the regular Bandar rates on goods and boats.

23. On goods landed at the Wet Docks and previously entered for transhipment, the following wharfage fees shall be charged :—

Foreign Merchandise.

1. Iron and machinery and other bulky goods classed as machinery exceeding 5 tons, sugar other than loaf or chopped sugar in cases, and dates : [scale.
One-third the import wharfage fee laid down in the dock

2. Other articles..... 8 annas a ton.

Indian Produce and Manufactures.

1. Cotton and grain of all sorts..... 2½ annas per ton.
2. Groundnuts, Myrabolams, Oil-seeds and Jagree..... 3½ annas per ton.
3. All other Indian produce and manufactures. 6 annas per ton.

This fee will cover the right to storage for five days ; thereafter the ordinary dock ground or shed rent charges will be levied.

Prior arrangements shall be made with the Dock Superintendent for the labour required in the handling and storage of transhipment goods, and the cost of such labour shall be borne by the transhippers.

In the case of liners having preferential berths, special arrangements may be made with the Dock Superintendent as to the period during which free storage will be allowed.

24. Vessels desiring to discharge overside coal or other articles not allowed on the wharf, in order to avail themselves of wharf facilities for the rest of their cargo, may be allowed to do so free of overside delivery charge provided that the goods so put out do not amount to more than one-fifth of the entire cargo. Any quantity in excess of this proportion to pay the usual rates. This is liable to the provisions of Dock Bye-láw No. 30A.

25. The Dock Superintendent is authorized to land, at the expense of the Trust, whatever quantity of cargo may be necessary to enable a vessel to come into Dock, should it appear to him desirable to incur such expense. The goods so landed to be liable to ordinary Dock rates.

26. The Trustees will send out free of charge to vessels in the stream (ordinary Dock rates having previously been paid) such quantity of cargo not exceeding 500 tons, as, owing to insufficient depth of water, such vessels may be unable to load while in Dock, provided that the vessel to which cargo may be taken shall have loaded in Dock to the greatest extent that the depth of water there will allow prior to sailing.

27. Goods will only be sent out to the stream on the written order of the Agent specifying description and quantity ; or in the case of a vessel having no Agents, then under such special arrangements as the Dock Superintendent may consider necessary for the security of the Trust.

28. In the case of cargo sent to a vessel in the stream and there shut out, the ship's Agents will be required to pay for its loading and taking out and for its return and landing, at the Docks, or, if so directed by the Agents, at any Bander, at the rate of one Rupee per ton.

29.—CRANAGE.

Vessels will be charged for the use of the Trustees' cranes as follows :—

A.—On a ship applying for cranes, if they are supplied, payment must be made for at least half a day whether they are used or not.

B.—Should the application have been for the first half only of a day, and the crane be required for a longer time, another application must be made through the Shed Manager at least one hour before the expiration of the first half of the day.

C.—Application for cranes required for the whole or half of the following day to be made by 4 P.M. to the Shed Manager.

D.—If required during the day application to be made to the Shed Manager.

E.—Applications for cranes at night, whole or half, to be made to the Shed Manager before 4 P. M.

F.—Should cranes for which application has been made for the whole day or night not be required for more than the first half day or night written notice must be given to the Shed Manager at least one hour previous to the end of the half day or night or full day or night will be charged for.

G.—Should cranes for which application has been made for half night only be required for the whole night, application to be made at least two hours before the end of the half night to the Shed Manager.

H.—All applications for cranes to be in regular book forms with counterfoils, and to be signed by the Ship's Officer on duty, showing number of cranes required, from what time, and for how long.

J.—The following rates will be charged for the use of the Trustees' cranes :—

For each 1½-ton crane per day or per night .....Rs. 5 0 0
For each 1½-ton crane per half day or half-night ..... „ 2 8 0

Day to be from 6 A.M. to 6 P.M. Half day to be from 6 A.M. to noon or noon to 6 P. M. Night to be from 7 P.M. to 3 A.M. Half night to be from 7 P.M. to midnight or from midnight to 3 A.M.

Any part of day or night less than a half will be charged as a half day or night.

K.—Small consignments of transhipment goods, machinery, &c., landed from or shipped into boats or country crafts will be charged for the use of the 1½-ton cranes at the rate of 2 annas per ton, or the crane may be engaged by the day at the above rate of Rs. 5.

L.—When hand cranes are used at Wet Docks the ordinary Dock cranage rates will be charged, but these rates will not include labour required to work the cranes. Shippers or consignees will have the option of waiting until a 30-cwt. steam crane can be made available, or they may ship from the east wharf, where Bandar cranage rates are charged.

M.—For weights over 1½ tons and not exceeding

				5 tons...Re.	1	0	0	per ton.
„	5	„	„ 8	„ ...Rs.	2	0	0	„
„	8	„	„ 11	„ ... „	3	4	0	„
„	11	„		... „	4	0	0	„

N.—These charges will only be levied when Trustees' cranes are used.

O.—If weights are kept suspended more than one-fourth of an hour, double rates will be charged. The same charge will be levied for lifting weights from the hold of a vessel and placing them on deck as for placing them on the wharf.

P.—Machinery will be charged by measurement, or weight at option of Dock officers; if by measurement, forty cubic feet will be considered a ton, and the rate per ton shall be

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that at which the dead weight is chargeable. This rule will apply to wharfage as well as to cranage rates.

Q.—Vessels occupying the crane berth only for the purpose of using the 100-ton crane will be charged a fee of Rs. 2½ for each working hour in addition to the cranage fees.

R.—An additional charge of Rupee 1 per ton will be made when articles require to be deposited on the wharf and afterwards lifted by the crane into trucks.

S.—For masting and dismasting ships the following charges will be levied :—

For ships of tons.	Mainmast.	Foremast.	Mizenmast.	Bowsprit.
	Rs.	Rs.	Rs.	Rs.
1,500 to 2,000	140	110	85	55
1,000 to 1,500	110	90	65	45
750 to 1,000	80	60	50	30
300 to 750	50	40	30	20

T.—In the case of masts and bowsprits the ship will provide slings and the labour required for slinging, both for masting and dismasting.

U.—In all other cases the ship will provide slings and the labour required for slinging articles to be landed : the Trustees will supply slings and labour for shipping and shifting on land.

V.—Any special work done by the 100-ton crane, to which the above rates cannot fairly be applied, will be charged by the hour, ton, or lift, as may be agreed upon with the Dock Superintendent.

30. The toll for the use of sidings at the Wet Docks is not to exceed four annas per ton and may be fixed within this limit by the Trustees from time to time.

31. For the use of the other sidings on Port Trust Estate the following charges will be levied :—

For Salt loaded or unloaded, 3 annas per ton.
„ Coal do. do. 2 do.
„ Firewood, charcoal and timber, Rs. 1½ per loaded wagon.
„ Cattle, Rs. 1½ per wagon.
„ State Railway Materials, special rates to be fixed by Trustees, not exceeding 4 annas per ton.
„ All other goods, 4 annas per ton.

BOMBAY PORT TRUST.

RULES FOR GUIDING ISSUE OF WARRANTS, CHARGES, &c.

Bye-laws, made by the Trustees of the Port of Bombay under Section 73 of the Bombay Port Trust Act, 1879, with regard to Warehousing of Goods in Port Trust Warehouses, Granting Warrants for Goods, and other Cognate Matters.

1. Non-hazardous goods, whether dutiable or free, will be received into the Trustees' warehouses for custody on application made on Forms 1, 2, and 2 A (see Schedules A. B. and B (1), attached hereto at the rates laid down in the table of charges annexed to these rules.

2. Hazardous goods will be held to include cotton (except in full-pressed iron bound bales), vegetable fibres and grasses of all kinds, rags, mungo, waste of all kinds, pitch, tar, rosin, turpentine, brimstone, saltpetre, nitrate of soda, nitro-glycerine, gunpowder, fulminating powder, lampblack, tallow (manufactured or unmanufactured), including steraine candles, oils of all kinds, naphtha, camphine, liquid paraffin, petroleum and its products, varnish, spirits of all kinds (not in bottles), caoutchouc, gutta-percha, lucifer and percussion matches of all kinds, &c., and will not be received into the Trustees' warehouses. Paint mixed with oil, &c., is added to the list of hazardous goods which will not be received into Trustees' Warehouses.

3. Goods will be warehoused under "warrant" or without issue of "warrant," according to the desire of the warehousing party.

Goods lodged under "warrant" will be known as "warrant goods" and goods lodged without issue of "warrants" as "non-warrant goods."

4. For "warrant goods" stamped warrants will be issued on Forms 3 and 4 (see Schedules C and D hereto attached), but for "non-warrant" goods a receipt will be granted on Form 5 (see Schedule E).

5. "Non-warrant goods" will be delivered in whole or in part according to written delivery orders from the holders.

6. "Non-warrant goods" will be transferred from any one depositor to another on a written authority from the original depositor; in such cases a fresh receipt (Form 5) will be issued in the name of the transferee.

7. "Non-warrant goods" once transferred to another party will only be delivered upon delivery orders signed by the transferee, who can, however, also transfer to a third party and so on, the last transferee being always considered the holder of the goods.

8. In the case of goods in the dock transit sheds which are to be warehoused the applicants must first settle all the dock wharfage, landing charges, &c., and attach to his application the necessary customs document. The receipt for dock charges paid must also be produced for inspection if required.

9. Warrants will only be issued provided that there is no lien for freight or otherwise on the goods to be lodged and provided that all Port Trust charges for wharfage, landing, &c., are first paid.

Subsequent charges must be paid by the holders of the warrants, before delivery of the goods.

10. Warrants will be transferable by endorsement without production of the warrants to the Trustees.

11. Goods covered by a warrant cannot be delivered without production and delivery of the warrants.

12. Proprietors of goods may pay rent and incidental charges on goods covered by warrant up to any desired date and have new warrants issued.

13. Warrants will be made out for such quantities of goods as may be convenient to reporters, provided that the lotting operations have been satisfactorily completed beforehand.

14. Should the delivery of the whole contents of a warrant be directed and the goods not be removed within two days, a new warrant for the remainder of the goods incurring rent from the date of return of the original warrant must be taken out.

15. When the holders of warrants are desirous of assigning part contents without delivery, re-weighing, re-housing, &c., new documents may be obtained in exchange for the originals duly endorsed. The endorsement should specially direct the manner in which the contents are to be divided and state the names of the parties in whose favour the warrants are to be issued in the following form :—

"Please to divide the within" or, (when part is to be delivered) "Deliver to bearer (state how many packages) and grant new " "one for (state how many packages) in favor of , one "for," &c.

16. If desired by the holders warrants may be exchanged or divided without assigning the goods.

17. Original warrants will be charged for at the rate of 5 annas each, which will include the cost of stamp. Other warrants, in lieu of those returned will be charged for at the rate of 6 annas each including the cost of stamp.

18. If from the nature of the contract between the seller and the buyer re-weighment should be necessary, new warrants, if desired, will be issued on deposit of the original warrants endorsed with directions to that effect containing the landing weights and re-weights as soon as the operations have been completed.

19. When any alterations, such as re-packing, &c., are to be made the warrants must be lodged, and others representing the goods as re-packed, &c., will be issued.

20. In the case of casks of liquids made use of to fill up others, the warrants for such casks must be lodged, and the proprietor may either have a new warrant for the remainder or it may be delivered to his order.

21. In the last three cases the operations performed will be charged for in addition to the cost of any new warrants that may be issued.

22. In the event of warrants being lost or mislaid, duplicates will be issued on application, but an engagement by the owners and a substantial surety (in Form 6 appended), to indemnify the Port Trust in case of any claim being made on the original documents, must accompany the application ; the loss of the warrants must also be advertised once at least in two English and two native local newspapers.

23. No duplicate warrants will be issued until seven clear days from advertisement of loss in the newspapers have elapsed.

24. On notice of loss of any warrants being given, the goods covered will be at once stopped until either duplicates are issued or the missing warrants are produced.

25. After duplicate warrants have been once issued, the originals if produced, will not be acted upon.

26. A charge of 1 rupee in addition to cost of stamp will be made for every duplicate warrant issued.

27. Irregularities in endorsements on warrants must be carefully avoided by holders, as they not only lessen the security of the proprietors of goods and render the warrants incomplete as authorities, but also give rise to impediments in the regular despatch of business.

28. No unauthorized or irregular endorsement on warrants will be accepted or acted upon.

29. Weight notes corresponding to warrants will be furnished, when required, at a charge of annas 4 for each.

30. Part contents of goods specified in a warrant cannot be delivered unless the warrant is returned, and fresh document taken out for the balance.

31. Rent for all goods placed in the warehouse will be charged per week, and part of a week will be charged as a whole week ; the rent will commence from the date of application, and will be charged for the entire quantity of goods specified in the application.

32. In cases of goods transferred from one party to another, rent will commence for a fresh week from the date of transfer, the same

as when a deposit is made ; no abatement of rent for any unexpired portion of a week will be made to the transferer, the operation of transfer being considered in the same light as a delivery.

33. Goods placed in the warehouse will remain at the risk and expense of the depositors until a receipt or warrant be granted.

34. Goods once taken delivery of by owners under a clear receipt and not removed forthwith from the warehouse premises will remain at the risk and the expense of owners, and no responsibility in connection therewith will rest with the Trustees.

35. The Trustees will not be answerable for any damage or loss suffered by merchandise while in the Trust warehouses if such damage or loss be the result of natural or unavoidable causes. Responsibility will only be admitted when the damage or loss has been in consequence of want of proper care or attention on the part of the Trustees.

36. The Trustees will not be responsible for contents of packages when the outward condition on delivery is the same as when the packages were first received into the warehouse.

37. Permission will be given for the opening of packages for appraisement, extracting of samples, &c., but all packages so opened without their condition having been questioned will be considered as taken delivery of, and no claim for damage subsequently discovered will be allowed.

38. Packages that have been once opened will lie in the warehouse at the risk of the owner.

39. As a principle no non-warrant goods will be delivered until all rents and charges due in respect of them be fully paid up, but this rule may be relaxed for the convenience of merchants having monthly transactions and accounts at the warehouse.

40. When charges for goods in the warehouses are made by bills such charges must be paid within two months after presentation of the bills ; in case of non-payment of charges within the two months, the Trustees shall have the right to stop delivery of all goods in the warehouses standing in the names of the parties owing any rents or other warehousing charges until full settlement be effected.

41. The Trustees warehouses will be closed on Sundays and on the general public holidays, viz. :—

Christmas Day, New Year's Day, Good Friday, the Sovereign's Birthday, and any Fast or Thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees.

On other days the warehouses will be open from 7 A.M. till 5 P.M.

B. H. POTTINGER, Colonel,
Acting Secretary to Government.

Schedule A., referred to in Section 1.

FORM 1.

No. Registered No. of

Bombay, 189 .

THE SUPERINTENDENT,

PRINCE'S DOCK WAREHOUSES.

Please receive into your Warehouses the undermentioned packages ex S. S. and hold them to charges will be paid by

Marks.	Numbers.	Number and kind of Packages.		Description of Goods.
	Total...			

Signature—

Address—

Schedule B., referred to in Section 1.

FORM 2.

BOMBAY PORT TRUST.

To

THE TRAFFIC MANAGER, BOMBAY PORT TRUST,

WARRANT WAREHOUSE.

Bombay, 189 .

Please to prepare Warrants in the name of to
for the undermentioned Goods about to be exported in the S. and issue Weight Notes agreeably
by
to such directions as you may receive from

Signature—
Address—

Marks.	Numbers.	Number of Packages.	Weight.								Description of Goods, and Remarks.
			Gross.				Tare.				
			Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	

Schedule B. (1), *referred to in Section* 1.

FORM 2A.

BOMBAY PORT TRUST.

To

THE TRAFFIC MANAGER, BOMBAY PORT TRUST,

WARRANT WAREHOUSE.

Bombay, 189 .

Please to prepare Warrants in the name of for the undermentioned Goods imported in the S. from entered by Captain on the 189 ; and issue Weight Notes agreeably to such directions as you may receive from

Signature—

Address—

Marks.	Numbers.	Number of Packages.	Weight.								Description of Goods, and Remarks.
			Gross.				Tare.				
			Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	

Schedule C., referred to in Section 4.

FORM 3.

BOMBAY PORT TRUST WARRANT.

WAREHOUSE DEPARTMENT.

Lot No. Rotn. No.

Bombay, Dated this 189

Warrant for the Goods noted below, warehoused by for export to
by S. expected to sail on deliverable to
or order by endorsement hereon. Rent commences on the and all other charges
from the date of this Warrant.

Marks.	Numbers.	Number of Packages.	Weight.								Description of Goods, and Remarks.
			Gross.				Tare.				
			Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	

To No.

Date

Superintendent, Warehouses. Traffic Manager,
Bombay Port Trust.

The Port Trust is not liable for damage or loss from unavoidable causes.

Schedule D., referred to in Section 4.

FORM 4.

BOMBAY PORT TRUST WARRANT.

WAREHOUSE DEPARTMENT.

Lot Rotn. No.

Bombay, Dated this 189

No.

Warrant for the Goods noted below, imported in the S. Captain

from entered by. on the deliverable

to or order by endorsement hereon. Rent commences on the

and all other charges from the date of this Warrant.

Marks.	Numbers.	Number of Packages.	Weight.								Description of Goods, and Remarks.
			Gross.				Tare.				
			Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	

To No.

Date

Superintendent, Warehouses. Traffic Manager,
Bombay Port Trust.

The Port Trust is not liable for damage or loss from unavoidable causes.

Schedule E., referred to in Section 4.

FORM 5.

No. of 189

No.

BOMBAY PORT TRUST.

PRINCE'S DOCK WAREHOUSES.

Received from

The following Goods warehoused by

Marks, Nos. and Address.	Packages.	Description.	Ship.	Remarks.
1	2	3	4	5

For Superintendent,
Prince's Dock Warehouses.

189

The Port Trust is not liable for damage or loss from unavoidable causes.

FORM 6.

We (or I), *A.B.*, now of , and *C. D.* of , are jointly and severally bound to the Trustees of the Port of Bombay, their successors, and assigns, in sum of Rs. to be paid to the said Trustees, their successors, or assigns, for which payment we jointly and severally bind ourselves respectively and our legal representatives.

The stamp will be in accordance with the Stamp Act, Schedule No. 2.

Surety. Double the value of the goods in respect of which the warrant has been lost.

Dated this day of 189 .

Whereas the Warrants dated the day of 18 and bearing Numbers which were issued by the said Trustees to in respect of have been lost or mislaid. And whereas the said are owners of the said goods and have on the advertised in the newspapers the loss of the said Warrants but no answer has been received to the said advertisements and the said have applied to the said Trustees to issue Duplicates of the said Warrants which they have agreed to do upon receiving this Indemnity. And whereas the said hath at the request of the said agreed to become their surety for the performance of the conditions hereinafter contained. Now the condition of the above written Bond is such that if the said and and the said and their respective legal representatives or any or either of them shall and will from time to time and at all times hereafter effectually indemnify and save harmless the said Trustees, their successors, and assigns, from and against all suits, costs, charges, damages, claims, and demands whatsoever which shall or may at any time or times hereafter be brought or prosecuted against the said Trustees, their successors or assigns by any person or persons whomsoever by reason of the said Warrants not having been produced or having been lost, mislaid, or dealt with in any way, or by reason of the said duplicate Warrants having been handed over by the said Trustees to the said or for or by reason or on account of any other matter or thing whatsoever in any wise relating to the premises, then the above written Bond is to be void and of no effect, otherwise the same shall be and remain in full force and virtue.

Mention the goods.

How many times.

Signed, sealed and delivered by }

No. 7.—Under the provisions of Section 43 of the Port Trust Act, 1879, and the Port Trust Amendment Act VI. of 1883, the following rates will be charged for the rent, storage and delivery of goods deposited in the Port Trust Warehouses on and after 1st April 1885 :—

BOMBAY PORT TRUST.

WAREHOUSE DEPARTMENT.

Scale of Charges for "Warrant" and "Unwarrant" Goods.

Goods.	Charges. Per	Removing and Storage Charges. Rs. a. p.	Rent per Week or portion of a Week. Rs. a. p.
1. Alum	Ton	0 8 0	0 1 6
2. Beef and Pork	Tierce	0 4 0	0 0 6
3. Do.	Barrel	0 3 0	0 0 4
4. Canvas	Bale up to 12 c. ft.	0 2 0	0 0 6
5. Do.	„ above 12 c. ft.	0 3 0	0 1 0
6. Cardamoms	Cwt.	0 0 6	0 0 2
7. Cement	Ton	0 8 0	0 1 6
8. Coffee	„	0 8 0	0 1 0
9. Copperas	„	0 8 0	0 2 0
10. Cotton	Pressed Bale	0 1 6	0 0 6
11. Cutlery	Package measurement.		
11a. Earthenware retorts and piping for drainage	To be charged by measurement.		
12. Ginger, dry	Ton	0 6 0	0 1 6
13. Glassware and Earthenware	Package measurement.		
14. Grain	Ton	0 5 0	0 0 9
15. Groundnuts	„	0 5 0	0 0 9
16. Gums	„	0 8 0	0 1 6
17. Gunnies	Bale, large	0 3 0	0 0 9
18. Do.	„ small	0 2 0	0 0 6
19. Hardware	Package measurement.		
20. Hessians	Same as for canvas.		
21. Machinery	Ton	1 8 0	0 3 0
METALS—			
22. Iron—Hoop, Sheet, Nail & Rod	„	0 8 0	0 1 0
23. Do.—Bars and Bundles	„	0 8 0	0 1 0
24. Copper & Yellow Metal, in cases	„	0 10 0	0 1 0
24a. Do. do. in bundles	„		0 1 6
25. Zinc Sheets	„	0 3 0	0 1 0
26. Copper, Zinc, Spelter, Tin, in Tiles or Sheet	„	0 8 0	0 1 0
27. Indigo	„	0 8 0	0 2 0
28. Mother-o'-Pearl Shells	„	0 8 0	0 2 0
29. Myrabollams or (gallnuts)	„	0 5 0	0 0 9
30. Oil Seeds	„	0 5 0	0 0 9
31. Opium	Chest	0 4 0	0 4 0
32. Paper, in bales or cases	Package	0 3 0	0 0 6
33. Paints	Ton	0 8 0	0 1 0
34. Pepper	„	0 6 0	0 1 6
35. Piece-Goods	Bale below 15 c. ft.	0 2 0	0 0 6
35a. Do. per bale of 15 c. ft. and upwards	Per c. foot	0 0 2	0 0 0½
36. Sandal and Sapan wood	Ton	0 8 0	0 2 0
37. Senna Leaves	„	0 6 0	0 1 6
38. Sharkfins and Fishmaws	„	0 8 0	0 4 0
39. Shawls	Package	0 4 0	0 4 0
40. Sugar	Ton	0 6 0	0 0 9
41. Spices except Cardamoms	„	0 8 0	0 1 0
42. Tea	Chest	0 1 0	0 0 3
43. Tin Plates	Ton	0 8 0	0 1 0
44. Turmeric	„	0 6 0	0 1 0
45. Twist and Yarn	Bale	0 2 0	0 0 5
46. Wool	Pressed Bale	0 2 0	0 0 6
47. Unenumerated goods, if charged by measurement	C. foot	0 0 3	0 0 1
48. Do. do. by weight	Ton	0 8 0	0 1 6

1. Loading or unloading of carts will be charged for as under :—

		Rs.	a.	p.
1.	Loading or unloading packages up to 2 cwts. each, per cart	0	1	0
2.	Loading and unloading together packages up to 2 cwts. each, per cart	0	1	6

3. Loading and unloading together of packages over 2 cwt. each at rates to be arranged with the Traffic Manager.

4. The Traffic Manager will have the option of allowing merchants to do their loading and unloading of carts or of having the service performed departmentally.

5. Weighment of goods will be charged for at the rate of 3 annas per ton.

6. Goods weighed and restored by the Warehouse department will be charged one half of the original removing and storing charges.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY.

BOMBAY PORT TRUST.

Bye-Laws under Sections 85 *and* 88 *of the Bombay Port Trust Act* 1873, *and Sections* 73 *and* 74 *of Bombay Port Trust Act* 1879.

1. Smoking or the use of any unprotected fire or lights on any Port Trust wharf, bunder, or property, where such practices may be prohibited by notice boards, will be liable to a fine not exceeding fifty Rupees for each offence.

2. In the event of a receipt for Port Dues being lost or destroyed a fee of one Rupee will be charged for a duplicate.

3. In the event of a receipt for wharfage or other fees, chargeable under Section 57 of the Port Trust Act, being lost or destroyed, or in the event of a duplicate receipt being for any reason required, a fee of four annas shall be charged for such duplicate.

4. Any person spitting beetle-nut, or throwing dirt or rubbish in, or otherwise soiling, the passenger-shed at Mazagon Bunder, shall be liable to a fine not exceeding Rupees ten for each offence.

5. It is strictly prohibited to bathe, or to wash cattle or clothes, with the water supplied to the troughs on the Port Trust Estate. Any person infringing this bye-law shall be liable to a fine not exceeding Rupees ten for each offence.

6. Passing of foot-passengers, or of carriages, carts or horses, or the driving of animals over the level crossings of railway lines leading to the Prince's Dock, to the Musjid and Carnac Bunders, and to the Mody Bay Reclamation, is strictly prohibited when a railway train or engine is approaching, of which due warning will be given by the ringing of a bell. Any person infringing this bye-law shall be liable to a fine not exceeding Rupees ten for each offence.

7. Obstruction of the approach to any wharf, landing-place, or jetty of the Port Trustees of Bombay, by any boat remaining alongside while not actually engaged in loading or unloading cargo, after the Tindal or owner shall have been warned by an officer of Port Trust to keep a clear passage for other boats, is strictly prohibited. Any person infringing this bye-law shall be liable to a fine not exceeding Rupees twenty-five for each offence.

8. Any person obstructing any road, thoroughfare, or pathway on the Port Trust Estate by placing thereon goods or other articles for storage, or in any other manner obstructing or hindering the way shall, after having been given due notice by a Port Trust officer, to clear away the obstructions, in case of refusal or non-compliance, be liable to have the obstructing goods, articles or other hindrances removed at his expense by the Port Trust officers, and be further liable to a fine not exceeding Rupees twenty-five for each offence.

9. Parties may be allowed to erect varandahs, sunshades, and other projections not exceeding 4 feet in width over roads or foot-paths on the Port Trust Estate on the payment of half rent or value for the land so projected over, they having no claim to the land in question; but no projection to be made under 12 feet from the ground.

10. The owner of every ferry steamer or other vessel carrying passengers to or from any Port Trust wharf shall make proper provision for the safe and orderly embarking and disembarking of all passengers carried in his vessel, subject to a penalty not exceeding Rupees one hundred for each occasion on which he may fail to do so.

11. Claims for refund of wharfage fees, extra fees, &c., must be preferred within two months from the date on which the wharfage fees, extra fees, &c., have been paid, otherwise no refund will be permitted.

12. No claims for less than Rupees two for refund of wharfage fees, &c., will be admitted unless in cases where charges have been made in excess of proper rates through an error of the receiving clerks.

13. No person or persons shall cause or permit to be thrown or discharged into any basin vested in Government or in the Trustees, as the case may be, or into the harbour of Bombay from any vessel, building or land belonging to him or them or under his or their control, any filth, rubbish or other matter or thing liquid or solid likely to create or increase a nuisance.

Any person infringing this Bye-law shall be liable to a penalty not exceeding Rs. 100, and for a continuing infringement to a penalty not exceeding Rs. 50 per diem for every day after notice of such infringement shall have been given by this Board.

13 *A*. Bilges before being cleaned out shall be freely flushed, and they, as well as tanks, shall be left open for at least one hour before any one is allowed to enter for the purpose of cleaning them or otherwise. During this time, and while the cleaners or others are at work either in bilges, tanks, or other confined spaces, a constant supply of fresh air shall be pumped into such bilge, tank, or other confined space by means of a ventilating fan fitted with a stout permanently distended hose sufficiently long to reach the most distant compartment. Masters of vessels shall be held responsible for any accidents arising from neglect of these precautions.

14. The Traffic Manager may at his discretion prohibit the deposit of coal, coke, cinders, ashes and fuel on any of the wharf roads.

15. In the case of goods brought by vessels sailing under a General Pass granted by the Collector of Customs, before any such goods are landed at the Trustees' Bunders, i.e., at their wharves, piers and landing-places other than the wharves, piers and landing places at Prince's and Victoria Docks, or having been landed before such goods are removed from the Trustees' premises, the owners or importers of the goods shall prepare a declaration note, in duplicate, in the form shown in Schedule A, stating the number, marks and description of the packages, and the sort and weight of the goods intended to be landed, and comply with the following bye-laws.

This declaration note shall be handed by the owners or importers to the Trustees' Officers at the Mody Bunder Traffic Office for examination.

The duplicate will be retained in that office and the original returned to the owners or importers, who must present the said original declaration note to the officers employed in the collection of the Trustees' charges at the Bunders, where the goods have been or are intended to be landed, and pay the Trustees' charges on the goods specified in the note, before such goods shall be removed from the Trustees' premises, and on such removal of the goods shall surrender the note to the said officers.

16. Landing place at the Apollo Pier.—The steps at the east face of this pier shall be the ordinary landing place for launches, cutters, gigs, or other vessels propelled by steam power, to go alongside for the purpose of landing or embarking passengers or for any other purpose.

It is prohibited for the above vessels to use the slope or inside steps on the north side of the pier or the slope on the south side except between the 15th May and 15th September each year.

Penalty for infringement of this Bye-law, Rs. 50 (fifty).

SCHEDULE A.

Duplicate.

FOR BOMBAY PORT TRUST.

Declaration of Goods imported per S. S. "_____"

from_____ by _____

To be landed at_____ Bandar.

Marks and Number.	Quantity or number of Packages.	Description of Goods.	Weight.	Remarks.

_____ do hereby declare that the contents of this Declaration are truly stated.

Bombay, _____

Importer, Owner, or Consignee

To be filled by Port Trust.

Boat Note No._____

Declaration Note Nos. _____

(Signature) (Date)

Original.

FOR BOMBAY PORT TRUST.

Declaration of Goods imported per S. S. "_____"

from_____ by _____

To be landed at_____ Bandar.

Marks and Number.	Quantity or number of Packages.	Description of Goods.	Weight.	Remarks.

_____ do hereby declare that the contents of this Declaration are truly stated.

Bombay, _____

Importer, Owner, or Consignee.

To be filled by Port Trust.

Boat Note No._____

Declaration Note Nos. _____

(Signature) (Date)

BOMBAY PORT TRUST.

SCALE OF WHARFAGE, CRANAGE, AND OTHER FEES TO BE CHARGED AT PORT TRUST BANDARS.*

Sanctioned under Sec. 43, "Bombay Port Trust Act, 1879."

See Sec. 30, page 34.—Goods landed at or shipped from the Chaupati, Mahim and Warli Bandars, and also the Bandars north of Esmae Hubib Bandar, with the exception of the Gunpowder Magazine Wharf, will be charged half the rates laid down in this Table for wharfage and half the rents and extra fees, Basin rents and Scale fees laid down in sections 2, 3 and 4, page 24, and in sections 18, 19 and 20, pages 29, 30, 31 and 32.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
1	Acids	Case	0 4 0
2	Ærated waters	One doz.	0 0 3
3	Akroots (walnuts)	Package	Measurement
4	Ale, beer, porter, and cider ...	Hogshead	0 4 0
5	Do. do. in wood ...	Kilderkin	0 2 0
6	Do. do. in bottles ...	1 doz. qts. or 2 doz. pints	0 0 6
7	Do. do. in firkins of 9 gallons...	Firkin	0 1 3
8	Alkali (sajekar)	Ton	0 12 0
9	Almonds	,,	0 12 0
10	Aloes, black	,,	0 12 0
11	Alum (fatki)	,,	0 8 0
12	Ambasee (dried mango) ...	,,	0 12 0
13	* Anchors, grapnels, &c., English.	,,	0 8 0
14	Do. do. country	Coolie-load	0 0 6
14a	Do. do. do.	Cart-load.	0 6 0
15	Animals—*see* Live Stock.		
	Animals and plants for public gardens in India	...	Free
16	Antimony (soorma)	Ton	0 12 0
17	Apparel, not accompanying passengers	Package	0 2 0
18	Arrowroot, country	Ton	0 12 0
19	Do. foreign	Case or package	Measurement
20	Arsenic	Package	Do.
21	*Asphalte	Ton	0 8 0
22	Asafœtida, in bulk (hing) fine...	,,	2 8 0
23	Do. do. do. ...	Case or package	0 4 0
24	Do. coarse (Hingola) ...	Ton	0 12 0
25	* Ballast stones	Boat under 25 tons burden	1 0 0
26	* Do.	Boat over 25 and up to 50 tons	2 0 0
27	* Do.	Boat over 50 tons burden	2 8 0
28	* Bamboos	Regd. ton of vessel	0 2 0
29	* Do. tokers by raft ...	One hundred	0 8 0
30	* Do. and tokers ...	Cart-load	0 2 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
31	* Bamboo blinds, in bundles ...	Regd. ton of vessel	0	2	0
32	* Do. do. do. ...	One hundred bundles	0	8	0
33	* Do. do. do. ...	Cart-load	0	2	0
34	Bangles, country	Package	0	1	0
35	Do. do.	Cart-load	0	6	0
36	Do. foreign	Case	0	2	0
37	Bardans (old gunnies) ...	Bundle of 25 pieces or part thereof.	0	0	3
38	* Bark, shemby	Regd. ton of vessel	0	6	0
39	* Do. of sorts	Ton	0	12	0
40	* Baskets, cane	One dozen	0	0	6
41	* Do. bamboo	,,	0	0	3
42	Beads, in bags	Bag	0	2	0
43	Do. in cases	Case	0	2	0
44	Bedsteads, country	Each	0	2	0
45	Beef or Pork	Tierce	0	4	0
46	Do do.	Barrel	0	2	0
47	Beeswax	Package	0	2	0
48	Betelnut	Ton	0	9	0
49	Betel-leaves	Package	0	0	6
50	Do.	Cart-load	0	4	0
51	Bhang	Ton	1	4	0
52	Bhat (paddy)	Candy of 20 furrahs	0	3	0
53	Biscuit, ship	Ton	0	12	0
54	Do. in cases	Case	Measurement		
55	Do. in tins	One dozen	0	3	0
56	Billiard-tables	Each	5	0	0
57	Blood stones	Case or package	0	2	0
58	* Boats (hodies)	Each	0	4	0
59	* Boats, jolly	,,	0	8	0
60	* Boats, muchwas and bullows.	,,	0	8	0
61	Boilers—*see* special rates at p. 35.				
62	* Bones	Ton	0	9	0
63	Books	Case	Measurement		
64	Boots and shoes, English ...	,,	Do.		
65	Do. do. country ..	Bundle or package	0	1	0
66	Borax (unrefined)	Ton	0	12	0
67	*Bottles, empty	Crate, cask or case over 8 cubic feet	0	2	0
67*a*	* Do. do.	In packages up to 8 c. feet, per c. foot	0	0	3
68	* Do. do. loose	Cart-load	0	3	0
69	* Do. do.	Coolie-load	0	0	6
70	* Boxes, country, empty ...	One dozen	0	4	0
71	* Do. unmade, from Malabar Coast ...	Registered tonnage of cargo boat.	0	4	0
72	* Do. do.	Cart-load	0	4	0
73	* Do. horse & cattle, empty§	Each	0	8	0
74	Bran	Candy of 8 furrahs or 2¼ cwt.	0	1	0
75	Brass leaves—*see* Orsidue.				
76	Brass of sorts and ware ...	Ton	0	8	0
77	Do. do. when no weight is given	Package	Measurement		
78	Bricks, bath	Case	0	1	0
79	* Do. and tile, country ...	Regd. ton of vessel	0	2	0
80	* Do. do. do. ...	Cart-load	0	1	0

§ When horses are landed or shipped in boxes, wharfage and cranage fees should be charged only on the horses.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
81	* Bricks, foreign	Per thousand	1	8	0
82	Brooms	One hundred	0	0	6
83	Bullion, specie, gold and silver-ware, and coins, plate, &c. ...	Box or package	0	4	0
84	Burroo (country pens) ...	Package of 6 c. ft. and under	0	1	0
85	Do. do.	Package over 6 c. ft.	0	2	0
86	* Casks and hogsheads ...	Each	0	1	0
87	* Casks and hogsheads, half and quarter...	"	0	0	6
87a	* Casks and butts, pipes and puncheons	"	0	4	0
88	* Cables, chain	Ton	0	8	0
89	* Do. hemp	"	0	12	0
90	* Cadjans	Regd. ton of vessel	0	4	0
91	* Do.	Cart-load	0	4	0
92	Cajoo or cashewnuts	Package	0	2	0
93	Cambay stones	Case or package	0	2	0
94	Camphor	Ton	1	4	0
95	Candles	Cwt.	0	2	0
96	Canes—*see* Rattans.				
97	Canvas	Bale	0	3	0
98	Do.	Bolt	0	0	6
99	* Camphor-wood drawers and boxes	Case	0	4	0
100	Capoor cutchree	Ton	0	12	0
101	Cardamoms	Cwt.	0	2	0
102	Do. bastard—*see* Spices.				
103	Carpets, country	Case or package	0	1	0
104	Do. foreign ..	"	0	4	0
105	* Carriages, four-wheeled ...	Each	4	0	0
106	* Do. two-wheeled ...	"	3	0	0
107	Cartridges, loaded—*see* under Gunpowder 209D.				
108	* Carts, country	"	0	8	0
109	* Cart-wheels..	Pair	0	4	0
110	Cassa-ware, white metal ...	Ton	0	8	0
111	Catechu	Package of 4 c. ft, and under	0	0	6
112	Do.	Package over 4 c. ft,	0	1	0
113	Cement	Ton	0	6	0
114	Chairs, in bundles	Bundle	0	1	0
115	Chairs, loose	Each	0	0	6
116	Chalk	Ton	0	6	0
117	* Charcoal	Regd. ton of vessel	0	2	0
118	* Charpoys	Each	0	1	0
119	Cheese, in cases	Case	Measurement		
120	Do. loose	Each	0	0	3
121	Chemicals—*see* Drugs and Medicines.				
122	Cheroots and Cigars	Case	Measurement		
123	Chillies, dried	Ton	0	9	0
124	* Chilims, for hookas... ...	One thousand	0	1	0
125	China, copper cash	Ton	0	8	0
126	Do. flower pots	Each	0	0	6
127	Do. garden seats	"	0	2	0
128	Do. preserves & chow-chow.	Case of ½ a doz. and under	0	1	0
129	Do. do. do. ...	Case of over ½ a doz.	0	2	0
130	Do. do. do. ...	Jar or pot	0	0	3

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
131	China, roots	Ton	0 12 0
132	Do. and Japan fancy goods.	Case	Measurement
133	Do. ware in rolls	One dozen	0 2 0
134	Do. white copperware ...	Case	0 3 0
135	Chooney	Candy of 8 furrahs or 9 Indian maunds	0 2 0
136	* Chunam, loose	Regd. ton of vessel	0 2 0
137	* Do. in packages ..	Ton	0 8 0
138	* Do. stones	,,	0 4 0
139	* Clay, China and fire ..	,,	0 8 0
140	* Do. country	Regd. ton of vessel	0 3 0
141	Clay figures	Case	0 2 0
142	Clocks	Case of 8 c. ft. and over	0 8 0
143	Do.	Case of under 8 c. ft.	0 4 0
144	* Coal, coke, cinders, patent fuel, and ashes	Ton	0 1 0
145	Do. do. do. ...	Cart-load	0 1 0
146	* Coal shoots	Each	0 4 0
147	Cocoanuts, loose, when numbers are declared ...	One thousand	0 2 6
148	Do. when numbers are not declared	Package	0 1 0
149	Cochineal	Cwt.	0 2 0
150	Cocum	Ton	0 12 0
151	Do. oil	Case or pot	0 4 0
152	Coffee...	Ton	0 8 0
153	Do. dross	,,	0 6 0
154	Coins, copper..	Box or package	0 1 0
155	Coir Fibre	Ton	0 9 0
156	Do. pressed	Bale	0 1 6
157	Do. rope, cable, cordage and yarn	Ton	0 9 0
158	Colombo root...	,,	0 12 0
159	Confectionery	Case	Measurement
160	* Coojas or goblets, Muscat ...	One hundred	0 4 0
161	* Do. do. Goa, common.	,,	0 2 0
162	Coormoora (parched rice) ...	Package	0 0 6
163	Coosoomba—*see* Safflower.		
164	* Copper, in sheet, slabs, or tiles	Ton	0 8 0
165	Do. ware and wire .	,,	0 6 0
166	Do. when no weight is given	Package	Measurement
167	Copperas	Ton	0 12 0
168	Copra...	,,	0 9 0
169	Coral	Package or box	0 8 0
170	Do. imitation	Case	Measurement
171	Cordage and hawsers, hemp, Europe and Manilla ...	Ton	0 12 0
172	Coriander seeds	,,	0 9 0
173	Corks...	Bale or case	Measurement
174	Cotton, raw, pressed	Bale	0 0 6
175	Do. unpressed	Bale or docra of over 3 cwts.	0 0 6
176	Do. do.	Bale or docra of under 3 cwts.	0 0 3
177	* Cotton screw-jacks	Each	0 0 6
178	Couches and sofas	,,	0 2 0
179	Cowries	Ton	0 12 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
180	Crackers, China	Case of over one-half picul of 133 lbs.	0	2	0
181	Do. do.	Case up to one-half picul	0	1	0
182	Crockery, porcelain, and earthenware	Crate or hogshead	Measurement		
183	Croton seed (jamalgotee) ..	Ton	0	12	0
184	Cummin seed	,,	1	4	0
185	Cuppas (mat bags)	One hundred	0	4	0
186	Do. (do.)	Coolie-load	0	0	6
187	Cutlery	Case	Measurement		
188	Dammer	Ton	0	9	0
189	Dates, dry	,,	0	9	0
190	Do. wet	,,	0	9	0
191	Do. in pots	One dozen pots	0	4	0
192	* Dhooleakar (country soda earth) ...	Regd. ton of vessel	0	6	0
193	Do. part cargo and in bags.	Ton	0	9	0
194	Dhowri flowers	,,	0	12	0
195	* Dinner cups (leaves) ...	Fifteen hundred	0	0	3
196	* Do. leaves	,,	0	0	3
197	Dishes, wooden, large ..	Score	0	1	0
198	Do. do. small ...	,,	0	0	6
199	* Disinfecting powder ...	Ton	0	8	0
200	Dragon's blood	Case	0	2	0
201	Drugs and Medicines, foreign, not enumerated.	Case or package	Measurement		
202	Do. do. country, when no weight is given.	Bag	0	1	0
202a	Do. do. when weight is given	Ton	0	12	0
203	Drums, dubbers, and dubbas...	One hundred	0	12	0
204	Dyes, country, not enumerated when weight is given ...	Ton	0	12	0
204a	Do. do. when no weight is given...	Package	0	1	0
205	Do. foreign	Case or package	Measurement		
206	Earthen retorts and piping for drainage	Ton	0	12	0
207	Earthenware, foreign—*see* Crockery.				
208	* Earthenware, country, by cargo boats and coasting vessels	Regd. ton of vessel	0	3	0
208a	* Do. do. when part cargo.	Coolie-load	0	0	3
209	* Eggs	Basket or pot	0	0	6
210	Elephants' tusks and Moyes' teeth—*see* Ivory.				
211	Engines, garden	Each	0	4	0
212	Fans	Case	0	2	0
213	Fat, grease, lard and tallow ...	Ton	0	12	0
214	Feathers	Case or package	0	2	0
215	Felt	Bale	Measurement		
216	* Firewood	Regd. ton of vessel	0	2	0
217	* Do.	Cart-load	0	1	3
218	* Fish, fresh	Mutchwa or bullow per month	2	0	0
219	* Do.	Hody per month	1	0	0
220	* Do.	Boat manned by 2 men	0	8	0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
221	Fish, salted & dried, in pkges.	Ton	0	12	0
222	Do. do., loose ...	Regd. ton of vessel	0	8	0
223	Do. do. ...	Cart-load	0	4	0
224	Fish, tamarind	Keg	0	1	0
224a	Do.	Cask	0	2	0
225	Fishmaws	Ton	1	4	0
226	Fishing nets, new	Each	0	2	0
227	Do. tackle	Case	0	2	0
228	Fish roe	Pot or package	0	1	0
229	Flax	Bale	0	2	0
230	Flour†	Ton—{ on Import	0	4	0
		{ ,, Export	0	3	0
231	Flour in barrels, no weight given	Barrel	0	1	0
232	* Fruits, fresh, foreign ...	Case	0	1	0
233	* Do. * do.	Barrel	0	1	6
234	* Do. from Zanzibar and Muscat	Basket	0	0	6
235	* Do. from Cabul	Large basket or jambil	0	6	0
236	* Fruit, fresh, country ...	Regd. ton of vessel	0	2	0
237	* Fruits, fresh, part cargo ..	Cart-load	0	1	6
238	* Do. country	Coolie-load	0	0	3
239	Do. dry, not enumerated..	Ton	0	12	0
240	Do. from Europe ...	Case	Measurement		
241	Furniture, not accompanying passengers	,,	Do.		
242	Gallnuts—*see* Myrabolams.				
243	Ganja *(Cannabis indica)* ...	Ton	1	4	0
244	Garlic	,,	0	12	0
245	Ghee	,,	0	12	0
246	Ginger, dry (soonth)	,,	0	8	0
247	* Do. green...	Regd. ton of vessel	0	2	0
248	* Do. do. part cargo ..	Cart-load	0	1	6
249	Do.	Coolie-load	0	0	3
250	Glass-ware	Hogshead	Measurement		
251	Glass, window	Box	0	1	0
252	Do. broken	Package	0	1	0
253	Glue	Ton	1	0	0
254	Goat's hair, loose, in bundles...	Bundle or package	0	0	6
255	Do. pressed	Bale	0	1	0
256	Gold leaf—*see* Bullion.				
257	Do. mock	Box or package	0	1	0
258	Gold and silver lace or jurry	,,	0	4	0
259	Grain of all kinds, loose and in bags	Per ton of 3 candies 8 furrahs, or 9 Indian maunds to candy—On Import	0	4	0
		On Export	0	3	0
260	* Grass, green	Regd. ton of vessel	0	2	0
261	* Do.	Cart-load	0	1	0
262	Grass-oil	Case or pot	0	4	0
263	Grinding-stones, country ...	Pair	0	0	6
264	Groundnuts	Ton	0	6	0
265	Gums of kinds, not enumerated	,,	1	0	0
266	Gunny-pieces and bags ...	Bale	0	3	0
267	Do. do. ...	Half bale	0	1	6
268	Do. do. ...	Bundle of 50 pieces	0	0	9

† Except corn flour and farinaceous preparations in tins (*vide* item 369).

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
269	Gunpowder	Case or barrel up to 25 lbs.	0 2 0
269a	Do.	Case or barrel above 25 lbs. and up to 50 lbs.	0 3 0
269b	Do.	Case or barrel above 50 lbs. and up to 100 lbs.	0 4 0
269c	Do.	For every 25 lbs. additional	0 2 0
	Note. Do. for Harbour Batteries	Free	Free
269d	Percussion caps and loaded cartridges	Per cubic foot	0 2 0
270	Guns, large, cannons, howitzers, &c.—*see* Military stores and arms.		
271	†Sporting rifles, fowling-pieces, &c.	Each	0 3 0
272	†Pistols, revolvers, &c. ...	,,	0 2 0
273	Haberdashery, millinery, and hosiery	Case	Measurement
274	Hams, in cases	,,	Do.
275	* Do. loose	Each	0 0 3
276	* Hardware	Ton	0 12 0
277	Do. when no weight is given.	Package	Measurement
278	Harmoniums and Organs—		
	If under 20 cubic feet ...	Each	0 6 0
	If 20 c. ft. & under 30 c. ft. ...	,,	0 9 0
	If 30 ,, do. 40 ,, ...	,,	0 12 0
	If 40 ,, do. 50 ,, ...	,,	1 0 0
	If 50 ,, do. 60 ,, ...	,,	1 10 0
	If 60 ,, do. 70 ,, ...	,,	2 10 0
	If 70 ,, do. 80 ,, ...	,,	4 0 0
	If 80 ,, and over	,,	5 0 0
279	Harness and harness requisites	Case	Measurement
280	Hats and caps—*see* Haberdashery and Millinery.		
281	* Hay and Straw	Regd. ton of vessel	0 2 0
282	* Do. pressed	Bale	0 0 6
283	* Do. in bundles	Cart-load	0 1 0
284	Hemp, loose, in bundles ...	Ton	0 9 0
285	Do. pressed	Bale	0 1 0
286	Hessians	,,	0 3 0
287	* Hides, buffalo, &c.	One hundred	0 8 0
288	Honey	Package or pot	0 1 0
289	Hookas (cocoanut shells) ..	Package	0 1 0
290	Horns, buffalo, bullock & deer.	Ton	0 12 0
291	Hulwa, in plates	Dozen plates	0 1 0
292	Do. in jambils	Dozen jambils	0 0 6
293	* Husk or chaff for burning bricks	Regd. ton of vessel	0 2 0
294	* Do. for animals	Candy of 8 furrahs or 2¼ cwt.	0 1 0
295	Ice (small quantities for daily consumption on board to pass free)	Ton	0 8 0

† Sporting rifles, fowling-pieces, pistols, revolvers, &c., accompanying shooting parties, or passed between ship and shore, for repair, or sporting, will be exempted from Wharfage fees.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
296	Incense—*see* Olibanum.		
297	Indian condiments	Case	Measurement
298	Indigo	Ton	1 0 0
299	Ink	Case	0 3 0
300	Do.	Cask	0 4 0
301	Instruments, drawing, mathematical, musical, and others not enumerated	Case or package	Measurement
302	Ironmongery	Ton	0 12 0
303	Do. when no weight is given	Case	Measurement
304	* Iron, bar, hoop, pig, rod, scraps, sheets, bands, angle, T, old, and steel-hoops ...	Ton	0 6 0
305	* Iron other than the foregoing, including girders, castings, pipes, &c., under 1½ tons weight	,,	0 8 0
305*a*	* Iron Tanks—*see* Item 495*a*.		
306	Ivory and elephant tusks ...	Cwt.	0 2 0
307	Do. ware	Package	0 4 0
308	Jaggery	Ton	0 6 0
309	Jars, fancy, large, China and Japan	Each	0 1 0
310	Do. common	One hundred	1 8 0
311	Jewellery and trinkets ..	Box or package	0 8 0
312	Do. do., imitation ..	Case or package	0 2 0
313	Jute, raw, loose	Ton	0 9 0
314	Do. pressed	Bale	0 1 0
315	Kegs	One doz.	0 2 0
316	Khootwood	Ton	0 12 0
317	Kuskus for tatties	Package	0 1 0
318	Kerosine Oil	Case of 8 Im. gals.	0 0 6
319	Lac	Ton	1 0 0
320	Lac-dye	Package	0 2 0
321	Lavender flowers	,,	0 1 0
322	Lanterns, country	One doz.	0 0 6
323	Lead, pig, piping, sheets and rolls...	Ton	0 8 0
324	Do. black, white and red ...	,,	0 12 0
325	Do. shot	,,	0 12 0
326	Leather, country	Bundle of 25	0 2 0
327	Do. foreign	Case or package	Measurement
328	Liquorice-root	Ton	0 12 0
329	Liquors, foreign and country—*see* Spirits.		
330	* Live stock—		
A	Cows and buffaloes ..	Each	0 4 0
B	Calves and pigs ...	,,	0 2 0
C	Dogs and monkeys . .	,,	0 1 0
D	Donkeys	,,	0 8 0
E	Deer	,,	0 2 0
F	Elephants...	,,	2 0 0
G	Fowls and ducks	One doz.	0 1 6
H	Goats and sheep	Each	0 1 0
I	Do. do.	Per 100	1 8 0
J	Horses—*see foot note to item No. 73*	Each	0 1 0 0 0 0
K	Mules	,,	0 12 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
L	Pigeons, quails and partridges	One doz.	0 1 0
M	Turkeys and geese	,,	0 2 0
N	Tigers, bears, and other wild animals	Each	2 0 0
O	Other small birds	Free	
P	Small birds or animals as pets, such as cats, monkeys, &c., in charge of the owner.		
331	Luggage of European sailors, ship captains, naval officers, members of the water police, and preventive officers, while proceeding on or off duty on board.	Free	
332	* Passengers' luggage.		
333	Do. do. brought by native coolies.		
334	Madder or munjeet	Ton	0 12 0
335	* Marble and marble slabs ...	,,	0 12 0
336	Marking-nuts (bellama) ...	Package	Measurement
337	* Masts of muchwas and pa-dows ...	Each	0 1 0
338	* Do. of buggalows, cottias, and pattimars	,,	0 2 0
339	Matches, English	Case	Measurement
340	Do. country (dewasali) ...	Bundle	0 0 6
341	Mats, of sorts, foreign ...	Package of 50	0 1 6
342	Do. country...	,, of 100	0 2 0
343	Do. cane	Roll of 25	0 2 0
344	Machinery—*see* special rates at pages 34 and 35.		
345	Matting, coir	Roll	0 1 0
346	Do. rolls of coir carpet ...	,,	0 2 0
347	Medicine—*see* Drugs.		
348	Metals, not enumerated ...	Ton	0 8 0
349	* Mill and foundation stones...	,,	0 8 0
350	Millinery—*see* Haberdashery.		
351	Molasses and treacle	,,	0 12 0
352	Mother-o'-pearl shells ...	,,	1 0 0
353	Military stores, arms, equipment ...	,,	0 12 0
354	Do. do. when no weight is given	Case	Measurement
355	Mineral waters	Case or cask	0 1 0
356	Mowra and mowra flowers ...	Ton	0 6 0
357	Myrabolams	,,	0 6 0
358	Myrrh	,,	1 4 0
359	Nails, of sorts	,,	0 8 0
360	Naphtha	Per 10 gals. or part of 10 gallons.	0 1 0
361	Nowsagur—*see* Salamoniac.		
362	Nuxvomica	Ton	0 12 0
363	Oars, country	One doz.	0 1 0
364	Ochre, of kinds	Ton	0 8 0
365	Oils, linseed, castor, and other vegetable...	10 gals. or part of 10 gallons.	0 1 0
366	Do. do. do. when in casks...	Ton	0 12 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
367	Oils, perfumed, of sorts ...	Case or pot	0	4	0
368	Oil-cake	Ton	0	9	0
369	Oilman's stores	Case	Measurement		
370	Olibanum	Ton	0	12	0
371	Opium	Chest of 140 lbs.	1	0	0
372	Do.	Half chest	0	8	0
373	Orsidue or brass leaves ...	Package	0	0	6
374	Overland post parcels	Each	0	0	6
375	Paints, oil	Ton	0	12	0
376	Palanquins and doolies ...	Each	0	8	0
377	Paper, of kinds	Bale	0	2	0
378	Papudkhar (country soda) ..	Ton	0	9	0
379	Parafine and petroleum—*see* Kerosine.				
380	Patch leaves	Case	0	2	0
381	Pearls	Box or package	0	8	0
382	Do. imitation	,,	0	2	0
383	Pepper of kinds and pepper roots	Ton	1	4	0
	Percussion caps—*see* under Gunpowder, 269*d*.				
384	Perfumery, hair oils, pomades, &c., unenumerated... ...	Case	Measurement		
385	Pianofortes	Each	2	0	0
386	Piece-goods, cotton	Bale	0	1	0
387	Do. silk, silk-thread and velvet	,,	0	6	0
388	Do. cotton and silk, large bales	,,	0	6	0
389	Do. and woollens... ..	,,	0	2	0
390	Pipes, clay, smoking, common.	Case	0	1	0
391	Pistachio nuts	Ton	1	0	0
392	Pitch	,,	0	12	0
393	Plants, shrubs, and trees ...	Cart-load	0	4	0
394	Do. do. do. ...	Coolie load	0	0	6
395	Plants for Public Gardens in India	Free			
396	Plated-ware—*see* Bullion.				
397	Plums—*see* Dry fruits.				
398	Porcelain—*see* Crockery-ware.				
399	Poultry and birds—*see* Live-stock.				
400	Powa	Package	0	0	6
401	Precious stones . .	Box or package	0	8	0
402	Provisions, fresh, for daily use on board...	Free			
403	Do. do. for voyage	Coolie-load	0	1	0
404	Padwas	Ton	0	12	0
405	Quicksilver	Bottle	0	2	0
406	Railway plant and materials .	See special rates at page 35.			
407	* Rafters—*see* Timber.				
408	Rags	Bale or package	0	1	0
409	* Rattans	Ton	0	12	0
410	* Do. Malacca	One doz.	0	1	0
411	* Reeds	Bundle	0	0	6
412	* Do.	Cart-load	0	4	0
413	* Road-metal	Regd. ton of vessel	0	2	0
414	Rose-flowers, dried	Ton	0	12	0
415	Rose-water	Case	0	1	6

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
416	Rose-water	Carboy	0 0 6
417	Rosin	Ton	0 12 0
418	Safflower (Coosoomba) ...	,,	1 0 0
419	Saddlery—*see* Harness and harness requisites.		
420	Sago	,,	0 12 0
421	Do.	Case or package	Measurement
422	* Sails of buggalows, cotias, and pattimars	Each	0 4 0
423	* Do. of padows	,,	0 2 0
424	* Do. of mutchwas	,,	0 1 0
425	Sallum-misree	Ton	2 8 0
426	Salammoniac	,,	0 12 0
427	* Salt, country and rock salt ...	Regd. ton of vessel	0 2 0
427a	* Do. when part cargo ...	Ton	0 2 0
428	Saltpetre	,,	0 12 0
429	Samada stones	,,	0 12 0
430	Samples and trusses	Parcel	0 1 0
431	Do. do.	Case	Measurement
432	* Sand deposited on wharf ...	Ton	0 2 0
433	* Do. on hard ...	,,	0 1 6
434	Sandalwood	,,	1 0 0
435	Do. boxes and ware ...	Package	0 2 0
436	Sapanwood	Ton	0 10 0
437	Scinde work	Case or package	0 2 0
438	Seeds, oil, linseed, teel, castor, rape, mustard, niger, poppy, &c.	Ton { On Import / On Export	0 6 0 / 0 5 0
439	Seeds, other than oil-seeds, not enumerated	,,	0 12 0
440	Senna leaves	,,	0 12 0
441	Shark-fins	,,	1 4 0
442	Sajeera	,,	0 12 0
443	Shawls, Cashmere and Delhi ...	Case or package	0 8 0
444	Do. Europe	,,	Measurement
445	Shells, in cases, unenumerated.	,,	0 2 0
446	Do. loose and in bags, unenumerated	Ton	0 12 0
447	Shellac	,,	1 0 0
448	Shikakai	,,	0 12 0
449	Shooks, barrel	Each barrel	0 0 6
450	Silk, raw, spun, twist and waste	Case or bale	0 3 0
451	* Skins, goat and sheep, tanned.	,,	0 2 0
452	* Do. do. untanned ...	Per 50	0 1 0
452a	Slag, crushed	Ton	0 2 0
453	Soap, perfumed, foreign ...	Case	Measurement
454	Do. bar do. ...	,,	Do.
454a	Do. do. do. when in case under 3 cubic feet ...	Per cubic foot	0 0 6
455	Do. country, bar and soft ...	Ton	0 12 0
456	Soapnuts	,,	0 12 0
457	Soda, foreign	Cask or case weighing 1 cwt. or under.	0 1 0
457a	Do. do.	,, over 1 cwt.	0 2 0
458	Do. country—*see* Papudkhar.		
459	Supras (winnowing fans) ...	One hundred	0 2 0
460	Soorungy	Ton	0 12 0
461	* Spelter and solder	,,	0 8 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
462	Spices—cinnamon, mace, cloves, nutmegs, bastard, cardamoms, and other unenumerated (for cardamoms, *see* Special rate).	Ton	0 10 0
463	Spirits and wines, foreign in wood.	Per Imp. gal.	0 0 2
464	Do. do. do. in bottles.	1 doz. qts. or 2 doz. pints.	0 1 0
465	Do. country	Three Imp. gals.	0 0 2
466	Do. beer, porter, &c.—*see* Ale.		
467	Stationery, unenumerated ...	Case	Measurement
468	Do. do. ...	Cask	Do.
469	Staves, barrel—*see* Shooks.		
469a	Steam Launches	Each	5 0 0
470	* Steel	Ton	0 8 0
471	* Stones, ballast—*see* Ballast.		
472	* Do. laddy, paving, and sand dressed.	Regd. ton. of vessel	0 2 0
473	* Do. do. do. ...	Cart-load	0 2 0
474	* Do. do. do. undressed and rough ...	Ton	0 2 0
475	* Do. rollers of, large ..	Each	0 4 0
476	* Do. do. small ...	,,	0 2 0
477	* Stoneware, country... ...	Cart-load	0 6 0
478	* Do. do.	Package	0 1 0
479	* Stores, old, marine	Cart-load	0 4 0
480	* Suffrys for making mat bags	,,	0 4 0
481	Sugar and sugarcandy ...	Ton	0 8 0
482	Sugar, loaf or chopped ..	Per case under 1 cwt.	Measurement
483	Do. loaf	Case weighing 1 cwt. and over	0 2 0
484	* Sugarcane	Regd. ton. of vessel	0 2 0
485	* Do.	Cart-load	0 1 6
486	Do.	Per cooly-load	0 0 3
487	Sulphur	Ton	0 12 0
488	Sweetmeat, native	Case or package	0 2 0
489	Do. do.	Pot or basket	0 0 6
490	Syrup and sherbet	Case	0 2 0
491	Tallow—*see* Fat.		
492	* Tamarind, raw and green ...	Regd. ton. of vessel	0 2 0
493	* Do. do. do. ...	Cart-load	0 1 6
494	Do. do. do. ...	Per cooly-load	0 0 3
495	Do. preserved (ambli) ...	Ton	0 12 0
495a	Tanks, wooden and iron ...	Each per 40 c. ft.	0 8 0
496	Tar	,,	0 12 0
497	Tea	Per 15 lbs. or part of 15 lbs.	0 0 6
498	* Tents, double-poled... ...	Each	1 0 0
499	* Do. single-poled	,,	0 8 0
500	* Do. rowtees	,,	0 4 0
501	* Do. bechobas	,,	0 2 0
502	* Tiles, country	Regd. ton. of vessel	0 2 0
503	* Do. do.	Per cart-load	0 1 0
504	Do. flooring, packed ...	Ton	0 12 0
505	* Do. foreign and Mangalore.	Regd. ton. of vessel	0 2 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
506	Tiles, foreign and Mangalore.	Per cart-load	0 1 0
507	* Timber, blackwood, ebony, teak, and pine, in large squares, planks, and scantlings†	Ton of 50 c. ft.	0 8 0
508	* Do. bhendy, jungle, and rafters...	Registered tonnage of vessel	0 6 0
509	* Do. rafters, by raft... ..	Cart-load	0 4 0
510	* Tin, of kinds	Ton	0 8 0
511	Tin plates	Case	0 0 6
512	Tobacco, country, in leaf, unmanufactured ...	Bale	Measurement
513	Do. foreign, manufactured, but not cheroots ..	Case	0 2 0
514	Tortoise shells	,,	0 4 0
515	Toys	,,	Measurement
516	Trunks and boxes, country, empty.	Of 6 c. ft. and under, each	0 0 6
517	Do. do. do. ...	Of over 6 c. ft., each	0 1 0
518	Do. do. foreign ...	.....	Measurement
519	Do. do. camphor-wood drawers	Each piece	0 4 0
520	Turmeric	Ton	0 12 0
521	Turpentine	Per 10 gallons or part of 10 gals.	0 1 0
522	Twine, country	Ton	0 12 0
523	Twist and yarn	Bale	0 1 0
524	Umbrellas	Case or package	Measurement
525	Varnish	Case of 5 gals.	0 1 0
526	* Vegetables, fresh	Regd. ton. of vessel	0 2 0
527	* Do. do.	Cart-load	0 1 6
528	* Do. do.	Cooly-load	0 0 3
529	Vermilion	Ton	0 12 0
530	Do.	Case	0 1 0
531	Vinegar, country	Hogshead or cask	0 2 0
532	Do. do.	Keg, pot or carboy	0 0 6
533	Wines, liquors, &c.—*see* Spirits.		
534	Wire, of sorts, not enumerated	Ton	0 12 0
535	Do. when no weight is given.	Case	Measurement
536	Wool, Berlin—*see* Haberdashery.		
537	Do. raw, unpressed ...	Bale up to 1½ cwt.	0 2 0
537a	Do. do. do.	Bale or Docra up to 3 cwt.	0 3 0
538	Do. raw	Bale or bora above 3 cwt.	0 4 0
539	Do. pressed	Bale	0 1 0
540	Woollens—*see* Piece-goods.		
541	* Walnuts—*see* Akroots.		
542	Waste cotton, twist and wool	,,	0 0 6
543	Watches, gold and silver ...	Case	0 8 0
544	Do. other than above ..	,,	0 4 0
545	Whiting	Ton	0 8 0

† On timber removed from one basin to another on the foreshore no export wharfage fee will be charged.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
546	*Yellow metal, sheets ...	Ton	0	8	0
547	*Zinc sheeting	,,	0	8	0
	Charges for Measurement.				
	On all goods not enumerated, if in cases, bales, crates, or casks, and on all goods specified to be charged for by measurement, the rates will be:—				
548	If under 4 cubic feet	Package	0	1	0
549	If of 4 and under 6 cubic feet...	,,	0	2	0
550	If of 6 and under 10 cubic feet	,,	0	2	6
551	If of 10 and under 15 cubic feet.	,,	0	3	0
552	If of 15 and under 20 cubic feet	,,	0	4	0
553	If of 20 and under 30 cubic feet	,,	0	6	0
554	If of 30 and under 40 cubic feet.	,,	0	7	0
555	If of 40 and under 50 cubic feet.	,,	0	8	0
556	If of 50 and under 60 cubic feet.	,,	0	10	0
557	If of over 60 cubic feet ...	,,	0	12	0
558	On all goods not enumerated, chargeable by weight, the rate will be:—	Ton	0	12	0
558*a*	On all goods not enumerated chargeable by weight and when weight is not known...	Cart-load	0	9	0
558*b*	Do. do ...	Cooly-load	0	0	9
559	All descriptions of packages of goods rated in this table of fees, excepting goods rated at less than one anna per package, or rated per cubic foot, and excepting gold leaf, bullion, plate, gold and silver watches, ivory, jewellery, opium, perfumed oils, corals, pearls, precious stones, if measuring under 4 cubic feet, will be charged	Package	0	1	0
560	Provisions and furniture for picnic and excursion parties will be allowed to pass free.				
561	Four annas will be levied for each duplicate chappa or receipt issued.				
561*a*	One Rupee will be charged for the issue of a copy of a declaration note of goods imported.				
562	Four registered candies are to be considered equal to one ton, and in grain, &c., 3 candies of 9 Indian maunds each.				

Tonnage Fees and Basin Rents.

1. Cargo boats and barges coming alongside the Port Trust wharves or into the Port Trust basins to discharge or receive cargo will be charged 6 pies per registered ton or part of a ton per month or part of a month, subject to a minimum charge of 4 annas.

Ferry and Coasting Steamers up to 185 feet long coming alongside the wharf for embarking or disembarking passengers, each, per month.....	Rs.	100
Do. do. over 185 feet long do. do. ...	,,	125
Ferry and Coasting Steamers up to 185 feet long lying alongside the wharf for embarking or disembarking passengers, or while repairs are being effected, for each day, or part of a day	,,	10
Do. do. over 185 feet long do. do. ...	,,	15

2. Coasting vessels other than steamers, excepting those specified in section 4, arriving at, or departing from, any of the Port Trust wharves or basins, will be charged per registered ton Re. 0-1 0.

3. Coasting vessels, with the exception of those shown in the following section, will, for the charge as per preceding section, be allowed to remain at the wharves or in the basins for the purpose of discharging or loading, three days in the case of vessels of 20 tons burden and under, and six days in the case of vessels of over 20 tons burden. Any period in excess of those days will be charged for at the rate of 6 pies per ton or part of a ton per day subject to a minimum charge of 8 annas per day for each vessel.

4. Vessels arriving at any of the Port Trust Bandars from the undermentioned ports or from any ports lying within the line of Kennery Island, and to the south of Kalyan Bhiwndi, or leaving the Port Trust Bandars for the same ports, will be charged half the rates shown in sections 2 and 3, but will only be allowed four free days: —

"Antora, Kalyan, Karanja, Nagotna, Uran, Rewas, Thullajah, Belapur, Chimbur, Mowel, Nowasewa, Pen, Thana, Thull, Bhiwndi, Dharamatar, Mandwa, Oolwa, Panvel, Trombay."

5. Cargo boats, barges and coasting vessels lying alongside any Port Trust wharf, and not discharging freely within two days will be charged 3 pies per ton or part of a ton per day subject to a minimum of 4 annas.

6. Vessels lying empty in the Port Trust basins or alongside the wharves will be charged :—

	Rs.	a.	p.
Coasting vessels, cargo boats and barges above 25 tons each... ... ... per day	0	8	0
Do. do. up 25 tons ,, ... ,,	0	4	0
Muchwas and jolly boats ,, ... ,,	0	2	0
Hodies ... ... ,,	0	1	0

7. Boats engaged for hire in landing and embarking passengers, to include the privilege of carrying cargo to and from the Bandars, will be charged:—

		Rs.	a.	p.
Steam launches	each per month	3	0	0
Jolly boats, bandar boats, dingees, and muchwas	,, ,,	1	0	0
Cargo boats	,, ,,	1	8	0
Bullows	,, ,,	1	8	0
Hodies	,, ,,	0	8	0

Ships', Customs', Water Police, Government boats, Yachts, Dubashes', Stevedores', Doctors', and Surveyors' boats.....Free.

Hard Fees.

8. Vessels using the Hards at Tank Bandar, and those south of it, for oiling and repairing, will be charged:—

		First day. Rs. a. p.	Each succeeding day. Rs. a. p.
Bumboats and jolly boats	each	0 6 0	0 2 0
Tonies	,,	0 3 0	0 1 6
Boats from 10 to 15 tons	,,	0 8 0	0 3 0
Boats over 15 to 25 tons	,,	1 0 0	0 6 0
Do. over 25 to 100 tons	,,	2 0 0	1 0 0
Do. over 100 tons	,,	4 0 0	2 0 0

The day of arrival only counts as 1 day if arrival is before noon; the day of departure counts as 1 day always.

9. Vessels using the Hards north of Tank Bandar for oiling and repairing will be charged:—

		First day. Rs. a. p.	Each succeeding day. Rs. a. p.
Tonies	each	0 1 0	0 0 6
Bumboats and jolly boats ...	,,	0 2 0	0 1 0
Boats, from 5 to 15 tons	,,	0 3 0	0 1 6
Do. over 15 and up to 20 tons	,,	0 5 0	0 2 0
Do. over 20 and up to 30 ,,	,,	0 8 0	0 3 0
Do. over 30 and up to 50 ,,	,,	1 0 0	0 6 0
Do. over 50 and up to 100 ,,	,,	2 0 0	1 0 0
Do. over 100 tons	,,	3 0 0	1 8 0

The day of arrival only counts as 1 day if arrival is before noon; the day of departure counts as 1 day always.

10. Harbour craft and barges getting broken upon the Hards will be charged, in addition to wharfage fees, for materials removed, per registered ton, Re. 0-2-0.

11. Coasting and country craft, buggalows, cottias, pattimars, and square-rigged vessels getting broken up on the Hards will be charged, in addition to wharfage fees, for materials removed, per registered ton, Re. 0-4-0 for the first 12 months, and for each succeeding 12 months, 8 annas per registered ton.

12. Vessels and timber laid up on the Hards north of the Mazagon Pier will be charged :—

		Rs. a. p.
Pattimars and cottias, each	per mensem	2 0 0
Cargo boats, barges and gulbuts ...	,,	1 0 0
Muchwas	,,	0 8 0
Hodies	,,	0 4 0
Timber, for first 12 months or part of 12 months	per ton	0 4 0
Do. on renewal, for every 12 months or part of 12 months	,,	0 8 0

13. Vessels laid up on the Hards south of Mazagon Pier will be charged double the rates in preceding section.

14. Vessels using the slip at Malet Bander for oiling and repairing will be charged :—

		Rs. a. p.
Jolly boats	each per diem	0 8 0
Steam launches	each per diem	1 0 0
Boats other than Jolly boats up to 10 tons	per diem	1 8 0
Boats, from 10 to 15 tons	each per diem	2 0 0
Do. over 15 to 25 ,, ...	,, ,,	3 0 0
Do. over 25 to 100 ,, ...	,, ,,	4 0 0
Do. over 100 to 150 ,, ...	,, ,,	5 0 0
Do. over 150 tons	,, ,,	6 0 0

The day of arrival only counts as one day if arrival is before noon ; the day of departure counts as 1 day always.

Cranage Fees.

15. These fees will be chargeable as follows :—

		Rs. a. p.
Elephants ... { Hand-crane	each	2 0 0
Elephants ... { Steam-crane	,,	3 0 0
Horses, included in wharfage.		
Cows and buffaloes	each	0 8 0
Calves ,, ,, ...	,,	0 4 0
Mules and donkeys included in wharfage.		
Bale and box goods and other merchandise up to 1½ tons by hand-crane	...per ton	0 4 0
Do. do. by steam-crane	,,	0 6 0
Metals, machinery, &c., above 1½ tons to 3 tons, by hand-crane...	,,	0 6 0
Do. do. by steam-crane	,,	0 8 0
Do. do. above 3 to 6 tons, by hand-crane ...	,,	0 8 0
Do. do. above 6 tons	,,	1 0 0

The above charges, when hand-cranes are used, do not include labour.

16. At Tank Bunder logs of timber by derrick will be charged per cart-load ... ... Re. 0 1 0

Fees for Water.

17. Vessels coming to the Port Trust Bunders for water will be charged :—

		Rs. a. p.
Boats, small	each per trip	0 2 0
Cargo boats and barges.	,, ,,	0 4 0
Coasting vessels of 25 tons and under	,, ,,	0 8 0
Do. of over 25 and up to 40 tons ...	,, ,,	0 12 0
Do. of over 40 tons ...	,, ,,	1 0 0
Steam Barges and Launches	,, ,,	0 8 0

Vessels that have paid the tonnage fees will be exempted from these charges.

Ships', Customs', Water Police, Government boats, Yachts, Dubashes', Stevedores', Doctors' and Surveyors' boats ... ... Free.

Rents.

18. All goods marked with an asterisk * will be allowed to remain free of rent as under :—

(1)	If on wharf front or wharf roads.	For the day of landing and the day following.
(2)	If in sheds	3 days.
(3)	If within Bunder limits 30 feet behind wharf, except at Mazagon Firewood Wharf and at other wharves where the Wharf limits may be less than 30 feet.	5 days.
	Ditto at Mazgon Firewood Wharf, and at other wharves, as above where the wharf limits are less than 30 feet, 15 feet behind wharf.	

Days of landing or deposit and of removal count as two days.

Should the goods not be removed within the time prescribed above, rent for space occupied will be charged as under, subject to a minimum area of 31¼ square feet, or 1-16th of 500 square feet.

In case of (1) at Rs. 30 per 500 square feet per mensem.
Lo. (2) „ 20 do. do.
Do. (3) „ 15 do. do.

19. Goods not marked with an asterisk* will be allowed free days as under :—

A.—Goods subject to Imperial duty, salt and country spirits on import, and dutiable rice on export, and duty-free piece-goods and yarn will be allowed 7 days free of rent if stored in sheds, or kept 30 feet behind the wharf front.

B.—Free goods, for which importers have to prepare Customs Import or Export Notes, or Port Trust Declaration Notes, will be allowed 5 free days, if in sheds, or 30 feet behind the wharf.

C.—Free goods, from and to free ports, which can be passed on the manifest, or Export Shipping Note, will be allowed 3 days, if in sheds, or 30 feet behind wharf front.

D.—Goods on the wharf front will only be allowed free time for the day of arrival or deposit, and for the following day.

Should the goods not be removed within the time prescribed above, extra fees will be levied as under :—

In the case of A, B, and C for goods other than cotton.	For every 3 days or part of 3 days, one fee at the rate of wharfage to which the goods may be liable.
In the case of D for goods other than cotton.	For every 2 days or part of 2 days, ditto ditto.
For cotton in the cases of B, C, and D when on wharf fronts, in sheds or on Bandar limits 30 feet behind wharf.	For every day in excess of the free time, ditto ditto.

Charges for Scales.

	Rs.	a.	p.
20. Scales for weighment of goods, when placed on the wharf front in sheds or on roads, will be charged on account of space occupied per scale per day	0	8	0
When placed on any other part of the Bandar, the charge will be per scale per day	0	6	0

Arrangements may be made with the Traffic Manager to have space for scales at a monthly rental.

No scale fees will be charged at the Colaba Bandars or at the Apollo Reclamation.

	Rs.	a.	p.
21. Goods, excepting wet dates and jaggery, when re-packed on the Bandars, will be charged per package	0	0	6
Do. wet dates and jaggery per package.....	0	0	3

Arrangements may be made with the Traffic Manager for the renting of space for re-packing operations by the month.

22. In computing the number of days for charging rents and extra fees, the following days will be omitted :

1.—For goods not liable to Imperial duty ..... Sundays, Christmas Day, New Year's Day, Good Friday, the Sovereign's Birthday, and any Fast or Thanksgiving Days ordered by Government, or any special occasions ordered by the Trustees.

2.—For goods liable to Imperial duty ..... Same as above, and in addition any other days on which Imperial duty may not be received at the Custom House.

23. Warehouse, shed, and ground rents not fixed will be charged at rates to be arranged with the Traffic Manager.

Transhipment.

24. Goods transhipped in any of the Port Trust Basins will be charged half wharfage fees, if due notice of the intention to tranship be previously given.

25. Goods landed for transhipment will, if previous notice be given of the intention to tranship, be charged half wharfage fees on the landing, and half wharfage fees on the re-shipment.

Shut-out Goods.

26. Goods shipped from the Port Trust Bandars, but which may be re-landed in consequence of being shut-out from vessels, will be charged half wharfage fees on the re-landing, and half wharfage fees on the re-shipment.

Work at Nights and on Holidays.

Article 27.—The words "New Year's Day" to be inserted between the words "Sundays" and "Christmas Day" in the third line.

27. The Traffic Manager will, on written application being made, give permission for work at nights and on Sundays, Christmas Day,

Note.—Rules 24 and 25 apply only to goods transhipped under Chapter 12 of Sea Customs Act without Import or Export documents.

Good Friday, the Sovereign's Birthday and any Fast or Thanksgiving Days ordered by Government within Bandar limits on payment of the following charges :—

	Rs.	a.	p.
For Sunday work, sunrise to sunset...	10	0	0
Do. half day, from sunrise to noon, or from noon to sunset.	5	0	0
For public holidays (whole or part day)	10	0	0
For night work, sunset to midnight ...	5	0	0
From sunset to sunrise, or for any work between midnight and sunrise.....	10	0	0

Should work be carried on without permission being first obtained, double the above rates will be charged.

By Bandar limits (referred to in the first part of this section) is meant such portion of the wharves and land adjoining the wharves set aside for goods in transit where Free days for storage are allowed under sections 18 and 19.

Re-landed and Re-packed Goods.

28. Goods shipped from the Trustees' Bandars, if subsequently re-landed for re-packing or re-pressing, will be charged half wharfage fees on the re-landing, and half wharfage fees for the re-shipment.

Vessels Put Back from Stress of Weather.

29. Vessels that may put back through stress of weather or in distress will, should wharfage fees on the cargoes have been paid before the vessels put to sea, be permitted to re-land and re-ship goods, if necessary, on the same terms as goods for transhipment.

Outlying Bandars.

30. Goods landed at, or shipped from, the Chaupati, Mahim, and Warli Bandars, and also the Bandars north of Esmail Habib Bandar, with the exception of the Port Trust Gun Powder Magazine Wharf, will be charged half the rates laid down in this table for wharfage, and half the rents, and extra fees, basin rents, and scale fees laid down in sections 2, 3 and 4, and in sections 18, 19 and 20.

31. *Special Rates for Boilers, Machinery, Railway Plant and Materials.*

	Wharfage.
	Rs. a. p.
Up to ½ of a ton	0 6 0
Over ½ and not exceeding 8 tons	0 10 0
„ 8 „ 100 „	1 6 0

Machinery in pieces will be charged by measurement or weight, at option of Traffic Officers; if by measurement, forty cubic feet will be considered a ton.

Railway Siding Fees.

32. For the use of the Railway Sidings on Port Trust Estate, other than the Wet Docks Sidings, the following charges will be levied :—

For Salt loaded or unloaded, 3 annas per ton.
,, Grain and seeds, loaded or unloaded, 3 annas per ton.
,, Coal do. do. 2 do.
,, Firewood, Charcoal and Timber, Rs. 1¼ per loaded wagon.
,, Cattle, Rs. 1¼ per wagon.
,, State Railway Materials, special rates to be fixed by Trustees, not exceeding 4 annas per ton.
,, all other goods, 4 annas per ton.

Five free days for removal will be allowed for firewood, timber, and charcoal, &c., unloaded at the Elphinstone Bridge Sidings. After the free days, rent for space occupied as ascertained by measurement will be charged at the Trustees' ordinary rates.

All other goods, unloaded at any of the Railway Sidings referred to in the first part of this Section, will only be allowed 1 clear day for removal, after which ground rent will become due.

Carts and Cattle Fees.

33. Carts and cattle kept on the Port Trust property (except at Mahim where the rate will be arranged with the Traffic Manager) will be charged as under :—

Carts—6 annas per month or part of a month. If within Customs' limits, 2 annas per night.

Buffaloes—12 annas per month or part of a month.

Bullocks—6 annas per month or part of a month.

By order of the Trustees,

F. G. DUMAYNE,
Secretary.

BOMBAY PORT TRUST.

RULES FOR THE PORT OF BOMBAY.

No. 1.

PORT OFFICE,

BOMBAY,————————189

To

THE COMMANDER OF THE VESSEL ENTERING THE PORT.

SIR,

This letter, together with a copy of the Port Rules passed under the provisions of the Indian Ports Act (XII) of 1875, and Act X of 1889, will be handed to you by the pilot, who also is bound to produce, when demanded, his licence, a Tide Table, the Pilotage and the Wet Dock Regulations.

2. Your attention and that of the Chief Officer is specially invited to the Rules relative to the number of Cargo Boats and dimensions of rafts of timber permitted alongside and to swing astern of vessels; to free passages being kept to all Piers, Jetties, Landing places, Wharves, Docks and Mooring; to the Jibbooms of vessels being required to be rigged in; and to a clear Hawse being kept. These regulations must be strictly observed in order that navigation may not be impeded. In the event of your vessels having Gunpowder or other Explosives on board, you will be guided by the Rules issued under Act IV of 1884, which are attached.

Paras 1, 3, 5, 11, 19, 26, and 27.

3. On the pilot presenting the printed form for the Arrival or Departure Report of your vessel, to you, it should be completed with full information in each column.

4. In the event of any delay having occurred in a pilot being supplied to your vessel, an inquiry into the circumstances will be instituted on your reporting the same at this Office.

5. Pilots are forbidden to receive any gratification from Masters of vessels or others with whom they are brought in contact in the execution of their duty, any gratuity given to a Pilot will, if brought to the notice of the Trustees of the Port, lead to his instant dismissal.

6. A copy of the Storm Warning Signals used at this Port is attached.

7. The summary of Admiralty Notices to Mariners as published monthly by the Board of Trade for the use and assistance of Masters and others navigating British ships, and the daily telegraphic weather report can be seen at the Port Office.

8. There having been several instances in which boys sent down to scrape the bilges of vessels have lost their lives through asphyxia from the inhalation of mephitic gas, the Masters of vessels are strongly advised to guard against such accidents by pumping water in and out of the bilges, opening the man-hole doors (under proper precautions) so as to ventilate the bilges, and by such other means as may be necessary in each particular case. The pumping out of bilge water will not be permitted in the Wet-Docks. It is extremely desirable that measures should be taken to prevent any one entering the bilge until the fullest precautions have been taken to guard against any bad effect as above, and the particular attention of Masters of Vessels is drawn to this, and to the advisability of telling off some one to specially see that no person enters the bilge until the bilge water has been pumped out, and to see that the Tindals or boys carry out any orders given them in this respect. And they are warned that if any accident should occur from their omission to cleanse the bilges, they will be prosecuted under the Penal Code. Extract from the Admiralty Regulations are attached for the information of Masters, who are recommended to use the precautions detailed therein before and whilst any person is employed in the bilges of vessels.

An air fan and hoses for forcing fresh air into the bilges will be lent on application to the Dock Master. The person entering the suspected compartment should carry the hose in his hand and keep the open end near his face.

I have the honor to be,

Sir,

Your obedient Servant,

MAURICE BEAN, CAPTAIN, R. I. M.,
Port Officer of Bombay.

NOTICE TO NAVIGATORS.

1. The new Time Ball over the Clock Tower of the Victoria and Prince's Dock is dropped at Noon of Colaba Mean Time or at 7H. 8M. 44·3S. A.M. of Greenwich Mean Time.

In case of failure of the Ball to drop correctly a flag will immediately be hoisted, and the Ball will be dropped again exactly at 2 P.M. Colaba Time.

2. The Time Ball over the Clock Tower at the Bombay Castle continues to be dropped regularly at 1 P.M. of Colaba Mean Time, or 8H. 8M. 44·3S. A.M. of Greenwich Mean Time.

In case of failure of the Ball to drop correctly, a flag is immediately hoisted, and the Ball is dropped again exactly at 2 P.M. Colaba Time; but this time of re-dropping this Ball will be altered from 2 P.M. to 3 P.M. Colaba Time should the Ball at the Victoria and Prince's Docks fail to drop correctly on the *same* day.

3. Should the apparatus for dropping either of the Time Balls be out of order, a flag is hoisted and dropped at the usual hour instead of the Ball.

CHARLES CHAMBERS, Junior,
Acting Director,
Government Observatory.

GOVERNMENT OBSERVATORY, COLABA,
Bombay, 17th May 1891.

Extract from Admiralty Regulation.

MEN CLEANING AND COATING DOUBLE BOTTOMS.

1229. The following precautions are to be observed while men are engaged in cleaning and coating the double bottoms of an iron ship.

(*a*) The air fan with hose is to be freely used for pumping in fresh air before the men are sent down and while they are at work.

(*b*) A leading stoker is to be responsible under the Engineer in charge of the party, that no man enters a compartment unless a light has been held in and left at the bottom of the compartment for at least five minutes, to ascertain the purity of the air.

(*c*) Still greater caution is required when the compartment has only one exit.

(*d*) Communication is always to be kept up between the men in the inner compartment and those who have access to the outer air, and

(*e*) The men are to be warned that they should leave a compartment immediately the light begins to burn dimly; a candle is to be supplied to *each* party as a surer test than a lamp, since it might be thought that a lamp burnt dimly for want of trimming.

The same precautions are to be taken when examining Boilers and Bunkers, in accordance with Art. 913.

PORT LIMITS.

Bombay Government Notification. Territorial Department (Revenue), dated 7th June 1866, *Government Gazette, page* 1361.

(*Vide Government Gazette*, 14th April 1864, page 174.)

The following are declared to be the limits of the Port of Bombay, in supersession of those laid down in the Government Notification of the 13th April 1864 :—

To the North—A line drawn from the North-West point of Hog Island straight towards and to the town of Trombay, and thence continued in a South-Western direction along the shore passing Pau-Pier, to the South-West point of the Island of Trombay, whence it is produced straight to Sewree Fort, on the Island of Bombay.

To the West—The eastern shore of the Island of Bombay from the Fort of Sewree to Colaba Light-House, and the shore of Back Bay from Colaba Light-House, to Malabar Point thence a line drawn to the Outer Light Vessel and continued to the West point of Kundaree Island and thence by the North along the eastern shore of the Island to the South point thereof.

Government Notification No. 88, 30th October 1886.

To the South—A line drawn from the South point of Kundaree through the South point of Oondaree to a boundary mark on the Mainland South of the Village of Navagam.

To the East—A line commencing at the South limit along the shore to Nocar point, thence in a straight line due North to the high land at the South shore of the Island of Caranja, thence along the Western shore of that Island to its Northernmost point, and thence in a straight line to the North-West point of Hog Island.

Port Limits are extended to and include all water and land usaully covered by water within the Prince's Dock and any extension of the Dock. Government Notification, No. 39, of the 15th May 1886 (*Government Gazette* 20th May 1886, page 432).

BOMBAY PORT RULES.

Vide Notification No. 47, *Marine Department, dated Bombay Castle*, 17*th August* 1881, *published in the Government Gazette of* 25*th August* 1881.

The following Rules are made under the provisions of Act XII (The Indian Ports Act) of 1875.

I.—*Entering or Leaving Port.*

1. Pilots may take steamers to sea from clear berths, or bring them into Harbour on ordinary nights, when the lights are visible and reasonable distant objects discernible, but they shall on no account run unnecessary risks by venturing within the leading marks, or keeping vessel under weigh when the lights cannot be seen.

2. Vessels arriving without a pilot shall anchor to the eastward of the Sunk Rock Light.

3. Vessels under weigh in the S. W. Monsoon shall have both lower anchors and cables clear and ready for use if required.

II.—*Berths of Vessels.*

4. All Vessels within the Port of Bombay shall be bound to take up such berths as may be appointed for them by the Harbour Master, and shall change their berths and remove when required by that authority.

III.—*Striking Masts and Yards.*

5. All vessels whilst moored within the Port of Bombay shall have their jibbooms rigged in, and shall, when ordered by the Port Officer, or any of his Assistants, rig in their driver booms and strike their masts or yards. Signals made from the Flagstaff on the N. E. bastion of the Castle, directing the striking of masts or yards or the rigging in of booms, shall be obeyed as orders.

IV.—*Removal and Placing of Anchors, &c.*

6. Anchors shall not be allowed to remain cock-billed nor spare spars be allowed to hang alongside or astern of any vessels.

V.—*Vessels taking in particular Cargoes.*

7. Vessels taking in or discharging ballast, or any kind of cargo within the Port of Bombay, shall be bound to take up such berths as the Port Officer may direct.

8. Vessels when not working cargo during the night shall have any open hatchways protected by stout nettings.

VI.—*Keeping Free Passages.*

9. Free passages shall be kept to all piers, jetties, landing places, wharves, docks and moorings, and all boats and vessels shall be bound to move, when required, to clear such passages.

10. A clear space of at least 30 yards wide is to be preserved in front of all landing places.

11. Boats, whether ship's boats or boats plying for hire, shall not lay alongside any of the piers or landing-place longer than is actually necessary to embark or land passengers and their baggage, &c., but will anchor or lay off at a distance of at least 30 yards from such pier or landing-place, so as not to obstruct the approach thereto.

12. No vessels of or exceeding 100 feet in length shall attempt to turn in the in-shore channel, hereinafter defined, between the extreme north-east corner of the Carnac Bandar and the buoy marking the south-west extreme of Cross Island reef, except by means of warps or springs attached to the piers; the usual method of turning these vessels when requiring to do so, on approaching or leaving the piers, shall be by proceeding out through the channel and turning either to the north or south clear of the channel.

Government Notification No. 97, 16th December 1885 (paras. 12th to 14.)

13. No vessel of the above description shall attempt to turn in the said in-shore channel between the points aforesaid when the water is at a lower level than half tide.

14. The in-shore channel hereinbefore referred to comprises that area of water bounded on the North by a line drawn from the northern extreme of the Carnac Bandar sea wall, to the extreme North point of Cross Island on the east by a line drawn through the buoy marking the south-west and the beacon marking the north-west extremes of the Cross Island reefs, and extended to the north limit; on the south by a line drawn to the eastward with the northernmost of four small square houses (known as Canjee Houses) on Fort George, and the north-east corner of the new Bori Bandar Terminal Railway Station in transit; on the west, from the south limit to the southern extreme of the Mody Bandar sea wall, by a line drawn through the beacon marking the shoal to the north of Cross Island, and the beacon, marking the extremes of the north-west of the reefs off Cross Island, and continued to the southern limit, and from the southern extreme of Mody Bandar to the northern limit, by a line drawn along the sea face wall of Mody and Carnac Bandars.

15. It shall be the duty of all other vessels to keep out of the way of sea-going vessels in charge of Pilots when passing through the wet dock channels, and every such sea-going steamer, or tug towing a sea-going vessel in charge of a Pilot, when so passing through the wet dock channels, shall sound the steam whistle at short intervals as a warning to other vessels to get out of the way.

Government Notification No. 117, 17th December 1889.

16. A large red signal ball by day, and two red lights, one above the other, by night, shall be exhibited at the Victoria or Prince's Dock flag staffs, when the dock gates are open, as a warning to other vessels to keep clear of sea-going vessels navigating the wet dock channels.

17. For the purposes of these rules, the wet dock channels are defined as follows :—

"Bounded on the North by a line drawn through two transit poles surmounted by cones fixed on the east and west side of the Prince's Dock and continued to the Eastward.

"On the East by the East side of Cross Island in transit with the Dolphin Lighthouse.

"On the South by a line drawn from the centre of the *gable* at the North-East corner of No. 13 shed, the round venetianed window, in the middle of which is painted white, to North Channel Beacon ; thence on a line with the North Channel Beacon in transit with the lighthouse tower on the island.

"On the West from the steps about 600 feet South of Victoria Dock entrance to the North transit line, or about 450 feet North of the Island between the Prince's Dock Gates."

VII.—*Anchoring and Mooring.*

18. All vessels within the Port of Bombay shall moor and unmoor or anchor in accordance with the orders of the Port Officer or of the Harbour Master.

19. No vessel shall anchor within that portion of the Port of Bombay comprehended as follows :—On the North by a line drawn from the extreme northern point of Kundaree (Kenery) Island to the patch of isolated rocks situated near and to the north-eastward thereof, and thence to the south brow of Kunkeshwar Hill. On the east by the line of coast extending along the foreshore from a point due west of the South brow of Kunkeshwar Hill to the boundary mark erected on the beach close to the fishing village of Navagam at the mouth of a creek about 2 miles to the South of the South brow of Kunkeshwar Hill, On the South by a line drawn westward from the boundary mark above referred to through the Southern extreme of Oondary Island to the beacon to the eastward of Kundaree (Kenery) Island and thence to the South extreme of the latter, and on the west by the eastern shore line of Kundaree (Kenery) Island.

Government Notification No. 89, 30th October 1886.

20. Between the 1st of June and 30th of September vessels shall be moored with 60 fathams of cable on the flood and 45 fathoms on the ebb anchor, and between the 1st of October and the 31st of May with 45 fathoms on the flood and 45 fathoms on the ebb, and shall keep a clear hawse.

Government Notification No. 95, 17th November 1866.

21. Vessels when moored or at anchor, shall have ranges of both cable on deck ready to be veered immediately on receiving orders to do so.

22. Vessels at single anchor shall also have a second anchor ready to be let go.

VIII.—*Moving or Warping.*

23. All vessels within the Port of Bombay shall be moved or warped from place to place as required and by such means or appliances as may be ordered by the Port Officer or Harbour Master.

24. No vessel shall cast off a warp that has been made fast to her to assist a vessel mooring, without being required to do so by the pilot, or officer in charge of the vessel mooring.

25. Commanders of steam vessels when about to enter or leave the Prince's Dock shall keep a sufficient pressure of steam to move their Engines ahead or astern at full power, as may be required, until such time as their ships are berthed in the Dock, or are clear of the channel and shall be responsible for such pressure being so maintained.

Government Notification No. 14, 10th March 1886.

IX.—*Use of Mooring Buoys.*

26. No private vessel shall use any of the Government fixed moorings without permission.

X.—*Regulation of Boats.*

27. More than two tiers of two in each tier, of cargo Boats, full or empty, shall not be permitted to hang astern of any vessel without permission of the Port Officer.

28. The Master or other person in charge of any vessel when at anchor or moored in the harbour, shall not allow such a number of cargo boats to be made fast to the vessel either along side or astern, as shall cause the vessel to drag its anchor or moorings.

Government Notification No. 6, 2nd February 1886.

29. Rafts of timber made fast to vessels shall not be allowed to extend more than one hundred feet from the stern, or more than fifty from the side of the vessel.

30. Rafts of timber shall not be warped, floated, or moved in any way across the Prince's or Victoria Dock Channels at any time when the red ball is hoisted at the Dock Signal Flagstaff by day, or when the two red lights are hoisted at the Signal Staff at night.

Government Notification No. 116, 17th December 1889.

31. Boats whilst under weigh shall observe the rules of the road at sea enacted by Her Majesty's Order in Council, dated 11th August 1884.

32. When two boats, one being propelled by sails and the other by oars, are proceeding on a course which, if continued, will involve risk

of collision, the boat propelled by oars shall keep out of the way of the other, but the boat under sail shall use every precaution to avoid accident, and if necessary shall alter its course.

33. Tugs when not towing launches, any other boats propelled by steam shall keep out of the way of all other boats.

34. Tugs, launches, and other vessels, steam and sailing, shall carry the regulation lights, as ordered by Her Majesty's Order in Council dated 11th August 1884.

35. Launches and other boats propelled by steam shall be steered from forward of the centre of the vessel, and the helmsman shall so be placed as to have a clear view around and to some distance from the vessel.

36. Licensed boats shall on all occasions when it may be practicable give way to private boats or to boats belonging to vessels of war.

XI.—*Fires and Lights.*

37. Boats laying within 50 yards of the Dockyard stairs or wharfs, or within 50 yards of the wharf in the basin formed within the breakwater in the vicinity of the Custom House Bandar, or of any of the Dry or Wet Docks in the port, shall not have any fire on board.

38. Pitch shall not be heated on board vessels but in a boat alongside or astern.

39. Vessels whilst loading cotton shall not have any unprotected lights in the hold or orlop.

40. All spirits, oil, paints and spirits of turpentine or other inflammable substances on board the vessels shall be stored in a place of security.

41. Vessels requiring to be steamed or fumigated shall be moored below the Middle Ground clear of the shipping.

XII.—*Signal Lights.*

42. All vessels of whatever rig or denomination when under weigh or at anchor, shall exhibit the lights ordered under Her Majesty's Order in Council dated August 11th 1884, and when moored in the Harbour, shall exhibit where it can best be seen, but at a height not exceeding 20 feet above the hull, a bright white light in a globular antern not less than 8 inches in diameter, and so constructed as to show a clear, uniform and unbroken light, visible all round the horizon at a distance of at least one mile.

XIII.—*Number of Crew.*

43. All vessels when afloat within the Port shall have on board a sufficient number of crew to perform any duties which may become necessary for the safety of the vessel in regard to veering or having in cable, bracing up the yards, striking masts and the yards, &c., in case an emergency arising.

XIV.—*Landing Place at the Apollo Pier.*

44. The steps at the east face of this pier shall be the ordinary landing place for launches, cutters, gigs, or other vessels propelled by steam power, to go alongside for the purpose of landing or embarking passengers or for any other purpose.

Government Gazette of 21st May 1891, page 412.

It is prohibited for the above vessels to use the slope or inside steps on the north side of the pier or the slope on the south side except between the 15th May and 15th September each year.

Penalty for infringement of this Bye-law Rs. 50 (fifty).

XV.—*Use of Whistles or Syrens.*

45. No whistle or syren shall be used by any person on a steam launch within 200 yards of a landing-place, except when necessary for the purpose of giving warning to the other vessels of the proximity or approach of the steam launch.

Government Gazette of 7th July 1892, page 606.

Revenue Department.

Bombay Castle, 24th December 1889.

No. 9724.—In exercise of the powers conferred by Section 5 of the Indian Explosives Act IV of 1884, the Governor of Bombay in Council is pleased with the previous sanction of the Governor General in Council, to make the following rules to regulate the transport of explosives within the limits of the Port of Bombay:—

Rules.

Rules 1, 2, 3, 4, 5, and 7 to regulate the transport of explosives made by the Governor General in Council and published under Government of India Notification No. 1417, dated the 24th June 1887, and Government of Bombay Notification No. 3956, dated the 29th June 1887, shall subject to the following rules, apply to the transport of explosives within the limits of the Port of Bombay:

Rule (*a*).—The master of any vessel arriving with explosives exceeding in weight 100 lbs. on board as cargo shall give notice thereof to the Pilot immediately on his boarding.

Rule (*b*).—No sea-going vessel having explosives on board in excess of 100 lbs. weight, excepting safety cartridges, safety fuses for blasting, railway fog signals and percussion caps, shall carry the same nearer to the shipping or city of Bombay than one mile eastward of the Middle Ground Battery, and no vessel shall within such limits take on board from any other vessel more than 100 lbs. weight of explosives or such quantity as with explosives already on board would exceed in weight 100 lbs., excepting safety cartridges, safety fuses for blasting, railway fog signals and percussion caps.

Rule (*c*).—Every sea going vessel having more than 100 lbs. of explosives on board, excepting safety cartridges, safety fuses for blasting, railway fog signals and percussion caps, shall carry during the day a square red flag at the fore truck and at night a red light in the same place in addition to the Regulation lights, and every vessel or boat used in transporting explosives, excepting as aforesaid in the Port of Bombay, shall exhibit on a board or otherwise the word "Explosives" painted in white letters a foot long on a black ground on each side of the vessel or boat above the water line. Vessels and boats employed in landing or shipping explosives and having on board more than 100 lbs. explosives, excepting as aforesaid, when required to remain at anchor shall anchor to the eastward of the shipping and not nearer to any of the shipping than half a mile to the east thereof.

Rule (*d*).—The consignee, agent or other person concerned shall give written notice 48 hours before the expected arrival of any vessel having explosives in excess of 100 lbs. weight on board, excepting safety catridges, safety fuses for blasting, railway fog signals and percussion caps, or before shipment of any such explosives, to the Port Officer and the Superintendent of Water Police, and the latter shall depute a special officer to remain in charge of such explosives until the same have been deposited in the Magazine of the vessel carrying the same proceed to sea.

Rule (*e*).—The amount of explosives conveyed in any one vessel or boat at any one time shall not exceed 560 lbs. unless the vessel or boat has a closed deck approved by the Port Officer.

No decked boat or vessel shall carry more than 50 tons of explosives at one time. This rule does not apply to sea-going vessels.

Rule (*f*).—The Port Officer is authorized, on occasions when he may deem expedient, to permit ammunition when properly packed in cases, when such cases do not exceed 50 in number, to be shipped on board a vessel lying at the ordinary anchorage on the day or the day before such vessel is intended to sail. Shipments shall be effected under the same precautions and conditions as are prescribed in these rules. Ammunition permitted to be shipped under this rule must be taken in immediately on the boat going alongside and no cargo boat or other vessel having fire on board shall be permitted to lie on the same side of the vessel during the time of such shipment.

Rule (*g*).—If any person commits a breach of any of the foregoing rules (*a*) to (*f*), he shall be punished with fine which may extend to one thousand rupees.

By order of His Excellency the Right Honourable the Governor in Council,

T. D. MACKENZIE,
Acting Chief Secretary to Government.

GENERAL DEPARTMENT.

Bombay Castle, 18th September 1889.

No. 3873.—In exercise of the power conferred by Section 6, clause (*p*), of the Indian Ports Act X of 1889, the Governor in Council is pleased, with the previous sanction of the Governor General in Council, to make the following rules for the medical inspection of vessels and to publish them for general information :—

I.—The Master of every vessel in or entering Port on board of which there is or has been during the voyage from which she is arriving or has last arrived, either among the passengers or crew any case of cholera, small-pox or other epidemic disease common in India, or of measles or scarlatina, or if two or more deaths from unknown or suspicious causes have occurred on the voyage, shall report such case or cases at the earliest possible moment to the Health Officer of the Port, unless it shall appear that notice has already been received by that officer through the Pilot or by signal or otherwise as provided for by Rule II.

II.—If the vessel is coming into Port the Master shall report such case or cases to the Pilot or other boarding officer at the earliest opportunity, or if she be not boarded or is already at anchor within Port limits shall hoist a signal which shall be during the day the Flag R. of the Commercial Code at the main and during the night two white lights one above the other at the same place, and shall also verbally by an officer or in writing inform the officer in charge of the Police Hulk. If the vessel be in Dock the report should be made at the Dock Master's Office.

It shall be the duty of Pilot or other officer to whom any such report is made to communicate the same directly to the Health Officer of the Port. The Port Officer or Officer in charge of the Police Hulk in any case of which he has received information from a Pilot or other officer, or by signal, and the officer in charge at the Dock Master's Office in any case reported there, shall forthwith communicate the information to the Health Officer of the Port and shall inform the Master of his having done so.

Pending the arrival of the Health Officer the Master should act as laid down in Rules V and VI.

III.—The Health Officer, as early as possible after receipt of any report of the nature contemplated in Rules I and II, shall inspect the vessel, more especially with reference to its sanitary condition ; shall inquire into the circumstances attending the case or cases of the said disease ; and shall with the assistance of the Police and Municipal authorities arrange for the conveyance of all persons suffering from such disease to a hospital, unless the sick person or his friends can make adequate provision elsewhere, and for the separation and disinfection or destruction of any infected bedding, clothes, or cargo.

IV.—Provided that no onward-bound passengers shall be removed from the vessel and no cargo or property shall be destroyed, otherwise than with the consent of the Master of the vessel or of the owner

except under the clearest necessity—and of every such case a special report explaining the reasons for the action taken must be submitted to Government.

V.—No vessel coming under Rule I shall enter Dock without the permission of the Health Officer of the Port. But where the disease or diseases in question are limited to one or two cases, she shall not be prohibited from proceeding to or remaining at the usual place of anchorage in the harbour, nor as a rule need the passengers or crew be detained on board pending the inspection of the Health Officer. But the Master of the vessel shall be held responsible that all suitable precautions are taken to prevent the spread of the disease, and that no passenger suspected of having such disease is allowed to depart, and no bedding, cargo, or other article which has been tainted by the discharges of, or by contact with persons suffering from such disease is landed before the inspection.

VI.—Where cases have been more numerous than one or two, or when from their occurring on Pilgrim or Emigrant ships or for other special reasons further precautions may be deemed advisable, the vessel shall proceed or be removed as soon as possible to the anchorage appointed for the purpose, and none of the passengers or crew shall be allowed to leave, nor in the case of undecked vessels shall any cargo be disturbed until the Health Officer has made his inspection and has taken such measures as he considers necessary.

VII.—Vessels coming under the last rule shall remain at the appointed anchorage and shall fly the flag Q by day at the main and by night exhibit two red lights one above the other at the main till they have been thoroughly cleansed and fumigated, all other precautions considered necessary by the Health Officer have been taken and permission has been given by him for them to proceed on their voyage or to the usual place of anchorage. Provided that all of the passengers and crew who on inspection by the Health Officer are found healthy may be allowed to leave at once under such precautions as he may consider necessary, the Health Officer of the Municipality being warned to the action taken.

In the case of small-pox it shall be the duty of the Health Officer of the Port to cause to be vaccinated all those on board who appear to require this protection and who are willing to accept it.

VIII.—No person dying of any infectious disease of the nature contemplated in these or in the Quarantine rules shall be buried by sea burial within 10 miles of the Port. Persons dying of such disease in Port shall be burnt or, where burning is impossible, buried on shore. Bodies may be given to the relations or friends of the deceased for disposal, the Health Offices of the Port and Municipality and the Police being informed. The latter shall take steps to see that the burning or burying is carried out without undue delay and that proper precautions are taken against the spread of the disease.

In the absence of friends or relations the expense of disposing the corpse must be borne by the Master or owner of the vessel who will

be held responsible that the requirements of this rule are attended to. In the case of infectious diseases in an epidemic form occurring among the Shipping and Native Craft, they will be removed to the appointed anchorage under arrangements to be made by the Port Officer and the corpses either buried or burned on shore under special arrangements to be made by the Water Police.

IX.—All officers of Customs, Port Trust, Water and Dock Police, the Executive Health Officer of the Municipality and the Resident Surgeons of Public Hospitals should immediately communicate to the Health Officer of the Port information of any case of infectious disease among the shipping, on the foreshore, or in places frequented by seamen that may come to their notice.

By order of His Excellency the Right Honourable the Governor in Council,

J. NUGENT,
Chief Secretary to Government.

BOMBAY STORM WARNING SIGNALS.

The following Storm-warning Signals will be displayed at the undermentioned places at this Port, *viz.* :—

The Castle Flagstaff (by day and night).
The Victoria Dock entrance Flagstaff (by day only).

Signal No. 1.

Or warning signal consists of a canvas shape representing a drum, and when hoisted signifies that a storm is in existence in the Arabian Sea which may either approach the port or which may shortly cross one or the other of the usual tracks of vessels leaving the Port.

There is no night signal corresponding to this day signal.

Signal No. 2.

A black cone apex down by day, and three red lights apex down by night. This signifies that a cyclonic storm is likely to affect the Port and gave it strong winds at first from Southwards. The shift of wind will depend on the track of the storm (*i.e.* whether from East or West, &c.)

Signal No. 3.

A black cone apex up by day, and three red lightsa pex down by night. This signal signifies that a cyclonic storm is likely to effect the port and give it winds, at first from Northwards. The shift of wind will depend upon the track of the storm (*i.e.*, whether from East or West, &c.)

SIGNAL No. 4.

A black drum over a black cone by day and four red lights in the form of a square by night.

This signal signifies that a heavy cyclone is approaching the port and that the centre will probably pass over or very near to the port; and hence that the shift of wind is likely to be rapid and the strength of the wind to be very great.

The signals will be hoisted on receipt of instructions from the Simla Meteorological Office, and will be finally lowered on receipt of instructions from the Simla Office when the storm has broken up or is no longer likely to give bad weather at this Port.

Copies of all Weather Telegrams received from Simla will be posted at the Port Office, and also at the Dock Master's Office, Prince's Dock.

Ship Masters wishing for more precise information should consult these telegrams.

CAUTIONARY SIGNAL.

NOTE—*The square flag W of the International Code will be hoisted on the storm Signal Staff as a cautionary signal. It indicates the existence of disturbed weather of some part of the West Coast of India in the neighbourhood of the port or ports at which the signal is hoisted; or the advance of a cyclonic storm across the Peninsula from the Bay of Bengal which may hence shortly cross the Western Ghats and give squally or stormy weather in the Arabian Sea. The disturbed conditions may in either case pass away without giving stormy cyclonic weather to the West Coast ports or adjacent parts of the Arabian Sea, in which case the cautionary signal will be taken down as soon as it is certain that stormy weather will not shortly follow. If, however, this disturbed weather be the first indication of the probable formation or approach, of a cyclonic storm, this cautionary signal will be followed by one of the ordinary storm signals indicating the probable position, character and tract of the approaching storm.*

Government Gazette of 6/10/92 Part I, page 997.

In accordance with Act V of 1883, the Master of any vessel which has been lost, stranded or materially damaged, or on which any casualty has happened resulting in loss of life or has caused damage to any other vessel, should report the same to the Port Officer, Bombay, failing which he is liable to a penalty of Rs. 500 or three months' imprisonment.

Report of accident to vessel or loss of life to be made to the Port Officer, Bombay.

The following offences are punishable by fine or imprisonment under Act X of 1889.

1. Injuring buoys, beacons or moorings.
2. Wilfully loosing vessel from moorings.
3. Improperly discharging ballast or ashes, &c., into the harbour.
4. Boiling pitch on board.
5. Drawing spirit by unprotected artificial light.
6. Refusing to allow hawser to be made fast for warping any other vessel or letting it go without orders.
7. Leaving out a hawser or rope after sunset.
8. Discharging firearms except as distress signals.
9. Omitting to take order to extinguish fire on board, or obstructing any Port Official in so doing.
10. Unauthorized persons not to search for lost stores sunk in the harbour.
11. Removing stones or injuring shores.
12. Moving vessel of over 200 tons register without pilot.
13. Every vessel of over 200 tons must have a proper force pump and hose, &c., for extinguishing fire.
14. Refusing to hoist number when passing Signal Station.
15. Hoisting unlawful colours.

MAURICE BEAN, CAPTAIN, R. I. M.,
Port Officer of Bombay

PORT OFFICE, BOMBAY, 22ND AUGUST 1889.

BOMBAY PORT TRUST.

CHAIN TESTING HOUSE.

Regulations.

1.—Every chain or other material brought to the establishment for the purpose of being tested must be accompanied by a delivery note setting forth all particulars. The Port Trustees will not be liable for any error in the delivery note, nor for any defect or deficiency in the articles delivered, nor shall they be in any way responsible.

2.—All chains and other materials will, as far as possible, be tested in consecutive order as they are received.

The Trustees reserve the right to test chains and materials in any order that may be most convenient with regard to public requirements and the working of the machine. The Trustees will not be liable or responsible for the consequences of any delay.

3.—Every chain when tested and examined will be stamped with the authorized proof mark and also with a consecutive number, and on chains larger than $\frac{1}{2}$ inch, with the amount of the test corresponding with that on the certificate which shall accompany it when delivered.

4.—When chains or other materials brought for the purpose of being tested are ready for delivery, the Superintendent shall give notice thereof to the parties who sent the same, with an account of the charges due thereon, and if the said articles be not removed within seven working days after such notice, the sender thereof shall be chargeable thereafter with storage rent at the rate of one rupee for each chain per week or portion of a week until the date of removal, which must be within the period mentioned in Article No. 6 of these regulations. No less charge to be made than for one week.

5.—All charges for testing chains or other materials must be paid to the Secretary, who will give a receipt for the same. Delivery of chains and other materials will be given and certificates granted only on production of the Secretary's receipt for the charges.

6.—The Trustees shall have power to detain any and every chain or other material which shall have been tested until the charges thereon and all other monies for the time being owing to the Trustees from the owner thereof, or the parties in whose name the articles have been deposited, shall be paid, and if such charges and other monies shall not be paid within one month after notice in writing to pay and remove the same has been given, as provided in section No. 4 of these regulations, the Trustees shall have power to dispose of such property by auction, and after retaining all dues and charges thereon, and all other monies owing to the Trustees, shall pay the balance, if any, to the owner or parties in whose name the articles have been deposited.

7.—No chain or other material shall be delivered without an order in writing from the sender.

8.—Certificates in proper form and numbered to correspond with the number on the Register kept in the establishment and with the stamp on the chain shall be delivered with each chain when taken away from the establishment, or on production of the Secretary's receipt for payment of the charges, the printed counterfoil being in all cases duly filled up before the certificate is cut out of the book. Each certificate shall be signed by the Superintendent of the establishment, and in no case shall a certificate be issued in which any alteration, correction or erasure shall have been made. Duplicate certificates will only be granted on written application to the Secretary on payment of a charge of one rupee.

9.—No certificates shall be granted for any article that has not stood the strain without injury.

10.—The Superintendent shall keep, in addition to other neceessary books, Registers in which shall be entered an account of every chain and other material brought to the establishment for the purpose of being tested. Each entry shall convey the following particulars:—

Date of receipt.
From whom received.
Description of article.
Date of testing.
To what test submitted.
Remarks as to testing.
Number and causes of failure.
Date of notice to owner when testing completed.
Date when removed.

11.—No chain shall be tested in the establishment which has been blacked prior to its having been brought there to be tested, or is not sufficiently clear of grease or tar to be easily examined.

12.—All repairs to chains to be done by the workmen of the Trustees shall be done in the usual working hours unless under special circumstances.

13.—All old or scrap iron, whether from defective links or otherwise, shall be retained at the establishment, and shall become the property of the Port Trustees, to be dealt with by them as they shall see fit.

14.—Application of tests in accordance with the Chain Cables and Anchors Act, 34 and 35 Vic., chapter 101.

(1.)—The Superintendent shall select and cut out a piece of three links from every fifteen fathoms of new chain to be tested, and shall test that piece by subjecting it to the appropriate breaking strain mentioned in the second Schedule of the Chain Cables and Anchors Act, 34 and 35 Vic., ch. 101.

(2.)—If the piece so selected fail to withstand such breaking strain he shall select and cut out another piece of three links from the same fifteen fathoms and shall test such piece in like manner.

(3.)—If the first or second of such pieces of any fifteen fathoms of cable withstand the breaking strain, he shall then, but not otherwise, test the remaining portion of that fifteen fathoms of cable by subjecting the same to the tensile strain mentioned in the principal Act above mentioned.

No chain shall be re-tested which has broken three times in each fifteen fathoms, and no new chain shall be tested at a strain lower than that laid down in the table of strains appended, but old chains and old chain slings will be tested to any strain required, which must be given in writing and signed by the owner. Chains and chain slings which have been used will, for this purpose, be considered old, though not necessarily old in age or appearance.

15.—In all cases when a chain varies from the nominal dimensions by $\frac{1}{16}$th of an inch, such chain shall be subject to the test required for $\frac{1}{16}$th of an inch more or less than the nominal size of such chain.

16.—Parties who wish to ascertain the safe working load of a chain must send a written request with the delivery note.

Such chains will be carefully gauged and a length of not less than 3 links in every piece or every length of 15 fathoms to be selected by the Superintendent shall be broken. If the breaking strain of these links is not less than the tabulated breaking strain corresponding to the actual gauge of the thinnest links of the chain, the rest of the chain will be subjected to the tabulated proof load corresponding to the actual gauge. If the breaking strain of these links is less than the tabulated breaking strain corresponding to the actual gauge of the chain, the rest of the chain will only be subjected to the proof load corresponding with the breaking strain as ascertained, but no chain will be taken for test in which any one link is 20 per cent. under the nominal size. The proof load and breaking strain only will be certified. The working load should never be more than half of the proof load, but no certificate of this will be issued.

17.—The making of any experiments or the testing of ropes or other material other than for the Port Trust, shall not be permitted to interfere prejudicially with the testing of chains.

18.—Specimens of plates or other materials for testing must be 18 inches long and not more than 3 inches wide, nor more than $\frac{3}{4}$ inch thick. Round bars must not be more than $1\frac{1}{8}$ in. diameter, or square bars more than 1 inch square.

19.—No person shall be admitted into the establishment without the sanction of the Superintendent, and no person other than the Superintendent and his assistant shall be allowed inside the testing house while the strain is on any chain or rope.

20.—No persons engaged at the establishment is permitted to receive any fee or perquisite on pain of instant dismissal.

21.—Fifteen fathoms of chain are to be charged as one length; chains of less than fifteen fathoms tested singly are to be charged as one length.

22.—The charge for experiments or the testing of any article other than chains shall be at the rate of Rupees sixteen for each hour or portion of an hour during which work on them is in progress.

23.—The subjoined table is to be the table of breaking strains, proof strains and charges for work done at the establishment, and printed copies of the regulations and charges shall be exhibited in the Dock Offices and in the establishment; copies also can be obtained on application to the Superintendent.

By Order,

(Form of Certificate.)

BOMBAY PORT TRUST.

CHAIN TESTING HOUSE.

This is to certify that

Tons. cwt. qrs. lbs.

weighing been

tested at this machine

and found capable of sustaining a degree of tension equal to Admiralty Test of and being subsequently examined did not show any defect.

Length Mark No.

Superintendent.

For

STUD LINK CHAINS.

Diameter of Iron common links.	Size of links.		Breaking strain which 3 links in 15 fathoms must withstand previous to the tensile strain.	Charge for applying breaking strain to 3 links in each 15 fathoms.	Tensile strain to be applied to every 15 fathoms.	Charge per ton for tensile strain.	Total charge for tensile strain 1 length not over 15 fathoms.
			Tons.	Rs. a. p.		Rs. a. p.	Rs. a. p.
7/16	2⅛	1 19/32	5 1/10	2 8 0	3 4/10	1 4 0	4 4 0
½	3	1 13/16	6¾	2 8 0	4 5/10	1 2 0	5 1 0
9/16	3⅜	2 1/32	8 4/10	2 8 0	5⅛	1 2 0	6 5 3
⅝	3¾	2¼	10 5/10	2 8 0	7	1 0 0	7 0 0
11/16	4⅛	2 15/32	12¾	5 0 0	8 5/10	1 0 0	8 8 0
¾	4½	2 11/16	15⅛	5 0 0	10⅛	0 14 0	8 13 9
13/16	4⅞	2 15/16	17 8/10	5 0 0	11⅞	0 12 0	8 14 6
⅞	5¼	3 5/32	20⅝	5 0 0	13¾	0 12 0	10 5 0
15/16	5⅝	3⅜	23 7/10	7 8 0	15 8/10	0 12 0	11 13 7
1	6	3 19/32	27	7 8 0	18	0 11 0	12 6 0
1 1/16	6⅜	3 27/32	30 4/10	7 8 0	20 3/10	0 10 0	12 11 0
1⅛	6¾	4 1/16	34⅛	7 8 0	22¾	0 10 0	14 3 6
1 3/16	7⅛	4 9/32	38	10 0 0	25⅜	0 10 0	15 13 9
1¼	7½	4½	42⅛	10 0 0	28⅛	0 10 0	17 9 3
1 5/16	7⅞	4 23/32	46½	10 0 0	31	0 10 0	19 6 0
1⅜	8¼	4 15/16	.....	.....	34	0 9 6	20 3 0
1 7/16	8⅝	5 3/16	.....	.....	37⅛	0 9 0	20 14 1
1½	9	5 13/32	.....	.....	40 5/10	0 8 6	21 8 3
1 9/16	9⅜	5⅝	.....	.....	43 9/10	0 8 0	21 15 2
1⅝	9¾	5 27/32	.....	.....	47 5/10	0 8 0	23 12 0

For re-testing chains half the above prices.

For welding up lengths of chain and providing links.

Up to ½″, 8 annas; ½″ to 1″, Re. 1; 1″ to 1½″, Rs. 2½; 1½″ to 2″, Rs. 4 per link.

SUNDRY CHARGES.

Short lengths of chain slings and other articles by special arrangement minimum charge Rs. 5. Experimental testing of samples of iron, steel, wire, rope, &c., Rs. 16 per hour; no less charge than Rs. 10.

Coolies' labour to be found by parties using the machine, or else paid for extra.

The Trustees will not be responsible for liabilities nor risk of any kind.

SHORT LINK CHAINS.

Diameter of Iron common links.	Size of links.		Breaking strain which 3 links in 15 fathoms must withstand previous to the tensile strain.	Charge for applying breaking strain to 3 links in each 15 fathoms.			Tensile strain to be applied to every 15 fathoms.	Charge per ton for tensile strain.			Total charge for tensile strain to 1 length not over 15 fathoms.			Working load not to exceed.
			Tons.	Rs.	a.	p.	Tons.	Rs.	a.	p.	Rs.	a.	p.	Tons.
¼	1 7/32	⅛	1½	2	0	0	¾	3	5	4	2	8	0	...
5/16	1 17/32	1 3/32	2¼	2	0	0	1⅛	3	0	0	3	6	0	9/16
⅜	1 27/32	1 5/16	3¼	2	0	0	1⅝	2	4	0	3	10	6	13/16
7/16	2⅛	1 17/32	4½	2	0	0	2¼	2	0	0	4	8	0	1⅛
½	2 7/16	1¾	6	2	8	0	3	1	10	0	4	14	0	1½
9/16	2⅝	1 31/32	7¼	2	8	0	3⅝	1	10	0	6	1	6	1⅞
⅝	3 1/16	2 3/16	9¼	2	8	0	4⅝	1	8	0	6	15	0	2 5/16
11/16	3⅜	2 13/32	11¼	2	8	0	5⅝	1	4	0	7	0	6	2 13/16
¾	3 11/16	2⅝	13½	5	0	0	6¾	1	2	0	7	9	6	3⅜
13/16	3 31/32	2 27/32	15 8/10	5	0	0	7 9/10	1	0	0	7	14	4	3 19/20
⅞	4 9/32	3 1/16	18¼	5	0	0	9⅛	1	0	0	9	2	0	4 9/16
15/16	4 19/32	3 9/32	21	5	0	0	10½	0	14	0	9	3	0	5¼
1	4 29/32	3½	24	7	8	0	12	0	12	6	9	6	0	6
1 1/16	5 7/32	3 23/32	27	7	8	0	13½	0	12	0	10	2	0	6¾
1⅛	5½	3 15/16	30¾	7	8	0	15⅜	0	12	0	11	5	6	7 9/16
1 3/16	5 13/16	4 5/32	33 3/10	7	8	0	16 9/10	0	12	0	12	10	9	8 9/20
1¼	6⅛	4⅜	37½	10	0	0	18¾	0	11	0	12	14	3	9⅜
1 5/16	6 7/16	4 19/32	41¼	10	0	0	20⅝	0	11	0	13	14	3	10 5/16
1⅜	6¾	4 13/16	45¼	10	0	0	22⅝	0	11	0	14	2	3	11 5/16
1 7/16	7 1/32	5 1/32	49½	10	0	0	24¾	0	11	0	15	7	6	12⅜
1½	7 11/32	5¼	.....	.....			27	0	11	0	16	14	0	13½
1 9/16	7 21/32	5 15/32	.....	.....			29¼	0	11	0	18	4	6	14⅝
1⅝	7 31/32	5 11/16	.....	.....			31⅝	0	11	0	19	12	3	15 13/16
1¾	8 19/32	6⅛	.....	.....			36¾	0	9	0	20	10	9	18⅜
1⅞	9 3/16	6 9/16	.....	.....			42	0	8	0	21	0	0	21
2	9 13/16	7	.....	.....			48	0	8	0	24	0	0	24

BOMBAY PORT TRUST.

PENSION AND PROVIDENT FUND RULES.

1. For the purposes of these rules the servants of the Trust shall be divided into the following classes :—

(A) Superior servants, as defined in the Government Civil Service Regulations.

I. Those appointed by Government in connection with the Harbour Properties prior to the formation of the Trust.

II. Those appointed by the late Harbour Board.

III. Those taken over by Government from the late Elphinstone Company.

IV. Those appointed by Government subsequent to the purchase of the Elphinstone Property.

V. Those taken over from Government with the Apollo Bonded Warehouses.

VI. Those appointed by the Trustees.

VII. Harbour Masters and Pilots.

(B) Inferior servants, as defined in the Government Civil Service Regulations.

These rules shall not be held to apply to labourers, artizans, &c., paid by daily wages, and not borne on the establishment lists of the Trust.

2. All superior servants of the Trust, other than Pilots, who were taken over from Government at the formation of the Trust in 1873, that is to say, Classes I. to V., as above defined, shall be admitted to the benefit of the Uncovenanted Service Rules applicable to Government servants of corresponding position, and shall be entitled, or otherwise, to pension or gratuity on retirement, according as their service does or does not fulfil the conditions laid down in the Civil Service Regulations.

*3. The service of Classes I. to V. for pension under the Uncovenanted Rules shall be reckoned from the dates of their first being appointed or transferred to the service of Government.

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* No. 3 has been modified from the original rules by Trustees' Resolution 232 of 30th April 1889. No. 4 of the original rules was also cancelled by the same Resolution.

4. For all superior* permanent servants of the Trust appointed under the present or former Port Trust Act, and also for all Harbour Masters and Pilots, that is to say, for Classes VI. and VII., as defined in Rule 1, a Provident Fund shall be established, to be maintained partly by their own subscriptions, and partly by contributions from the Trust.

5. Subscriptions to the fund shall be compulsory on all officers appointed subsequently to its establishment.

6. Superior permanent servants belonging to Class VI., also Harbour Masters and Pilots already in the service of the Trust, shall have the option of joining the fund, and of subscribing for their past service, subject to the following conditions :—

(*a*) That they must elect within six months whether they will join the fund or not.

(*b*) That their subscription for past service must be made within a term, counting from the date of the establishment of the fund, equal to the term of their antecedent service.

(*c*) That Harbour Masters and pilots may only subscribe for such past service as may have been rendered subsequently to the formation of the Port Trust, *viz.*, 26th June 1873.

7. Within the term above defined they shall be at liberty to pay in any sums, at their convenience, not exceeding in the aggregate the total sum to which their contributions, calculated as laid down in Rule 11 on their salaries or earnings during such antecedent service, would have amounted, and for each such payment shall be entitled to an equal contribution from the Trust.

8. Superior permanent servants included in Classes III., IV., and V., shall also be allowed the option of joining the provident Fund on

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* TRUSTEES' RESOLUTION No. 15, dated *3rd January*, 1884.

Read letter from the Dock Superintendent, dated 7th December, enquiring whether a Bill Collector is to be classed amongst superior or inferior servants, and whether he is entitled to Pension or Provident Fund Rules.

Read Minutes of members of Establishment Committee.

Resolution 15.—Bill Collectors should be treated as "Shroffs" in Government service. Their service being inferior if the pay does not exceed Rs. 15 a month.

* TRUSTEES' RESOLUTION No. 16, dated *3rd January*, 1884.

Read Memo. from Dock Superintendent, dated 5th December, forwarding application from two Dock carpenters asking permission to join the Provident Fund.

Read Minutes of members of Establishment Committee.

Resolution 16.—The service of the Carpenters in question should be considered as "inferior."

the foregoing conditions, provided that any officer so electing to join the Provident Fund shall be held to have thereby waived his claim, under Rule 2, to the benefit of the Uncovenanted Service Pension Rules. Provided also that officers belonging to Classes III., IV., and V., shall be entitled to pay up their subscriptions, and to receive the corresponding Trust contribution for their service since the formation of the Trust only.

*9. Any officer included in Classes III., IV., and V., who having elected to join the Provident Fund under Rule 8 takes advantage of Trustees' Resolution No. 198, dated 9th April 1889, to withdraw from the Provident Fund shall thereupon be admitted to the benefit of the Uncovenanted Service Pension Rules applicable to Government servants of corresponding position as laid down by Rule 2. Any sums paid by him to the Provident Fund shall be repaid to him with accrued interest thereon; and any sums paid by the Trustees to the credit of his account in the Provident Fund shall, with accrued interest thereon, revert to the Trustees. Any share of forfeitures under Rule 23 that may have been credited to his account shall, with accrued interest thereon, be divided amongst the subscribers to the Provident Fund in proportion to the amounts they have subscribed during the year in which the said officer's connection with the Provident Fund ceases.

10. Officers and servants who having had the option of joining the Provident Fund neglect to do so, shall, except in so far as they may be entitled to the benefit of the Uncovenanted Service Pension Rules, have no claim whatever upon the Trust, on the part either of themselves or of their families.

11. Contributions† of subscribers other than Harbour Masters and

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* Additional rule sanctioned by Trustees' Resolution No. 232 of 30th April 1890 and Trustees' Resolution III. of 3rd March 1890.

† TRUSTEES' RESOLUTION No. 14, *dated 3rd January* 1884.

Read letter from the Assistant Secretary, dated 11th December, enquiring, with reference to Provident Fund Rule No. 11, whether in the event of a subscriber being on leave his contributions during his absence should be made at the rate of 5 per cent. on the pay of his appointment, or on the leave allowance he might be drawing. Also whether in the case of an officer being promoted from inferior to superior service, and becoming a subscriber to the Provident Fund, he would be allowed to subscribe for his past inferior service.

Read Minutes of members of Establishment Committee.

Resolution 14.—The contribution should be calculated on the amount actually drawn in all cases.

An officer promoted from inferior to superior service may either count the whole of his service as inferior towards pension on the "inferior" scale of pay, or he may, on appointment to a superior grade, join the Provident Fund, in which case he will waive all claim on account of inferior service and will contribute to the Provident Fund from the date of his appointment to a superior grade.

Pilots* shall be at one uniform rate of 5 per cent. on total salary or earnings,† exclusive of conveyance or house allowance, and current contributions shall be deducted month by month from their pay. Contributions of Harbour Masters and Pilots shall be at the same rates, but on their estimated earnings as follows :—

From 26th June 1873 till 31st August 1876.

Senior Pilots (now Harbour Masters) at the rate of.....	Rs.	400	a month
1st Grade Pilots.....	,,	300	,,
2nd ,, ...	,,	250	,,
3rd ,, ...	,,	200	,,
Probationers, Rs. 80 to 28th February 1875, thereafter...	,,	100	,,

From 1st September 1876 till 31st December 1879.

Master Pilots (now Harbour Masters) at the rate of.....	Rs.	475	a month
1st Grade Pilots	,,	330	,,
2nd ,, ...	,,	270	,,
3rd ,, ...	,,	225	,,
Probationers	,,	100	,,

From 1st January 1880.

Harbour Masters at the rate of	Rs.	450	a month
1st Grade Pilots	,,	400	,,
2nd ,, ...	,,	330	,,
3rd ,, ...	,,	265	,,
Probationers	,,	100	,,

12. The Trustees' contribution shall be at the rate of 100 per cent. on subscribers' contribution, and shall be made yearly on 31st March except in the case of death, when the Trust's contribution shall be made on that of the subscriber up to the time of death.

13. Separate accounts shall be kept for each subscriber, showing in the first place the amount of his own personal subscriptions, with the interest thereon as it accrues, and in the next, his share of the yearly Trust contribution with interest thereon.

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* TRUSTEES' RESOLUTION No. 167, *dated 13th March* 1884.

Read letter from the Assistant Secretary, dated 6th March, enquiring whether the contributions of Pilots to the Provident Fund should be credited on the 1st of each month as is done in the case of the rest of the establishment of the Trust, or whether they should be credited at the date on which their abstract is paid, about the middle of the month.

Read Minutes of members of Establishment Committee recommending that credit be given on 1st of each month.

Resolution 167.—The recommendation of the Establishment Committee is agreed to.

† TRUSTEES' RESOLUTION No. 376, *dated 3rd July* 1884.

Read Minutes of members of Establishment Committee on a reference made to them as to whether employés of the Trust should be allowed to contribute to the Provident Fund on account of earnings for over-time.

Resolution 376.—Contributions to the Provident Fund on account of over-time should not be allowed.

14. Interest shall be allowed by the Trust on all payments by subscribers, and also on the Trust's contribution, at *5 per cent. per annum, to be credited yearly on the 31st March.

*15. Subscribers shall serve 15 years in order to entitle them to receive their shares of the Trust's contributions.

16. * In the event of retirement before completion of that period, subscribers shall receive the amount of their own subscriptions only, with the interest thereon.

17. The trustees shall have the power, in case the retirement is necessitated by certified incapacity for further service, or other causes beyond the subscribers' control, to waive forfeiture of share of Trust's subscription.

18. Dismissal for misconduct shall entail absolute forfeiture of all claim on the fund.

19. The Trustees shall have power, in cases in which misconduct is not criminal, to allow subscribers dismissed for misconduct to receive the amount of their own subscriptions only, with or without interest as the Trustees may decide.

20. Every subscriber shall be required to nominate a person to whom the amount standing at his credit shall be payable in the event of his death while in the service of the Trust, or before his claim on the fund shall have been discharged, and to keep up the nomination.

21. On the death of a subscriber the full amount standing to his credit, including Trust's contribution, shall be paid without deduction to his nominee appointed as provided above, irrespective of the period for which the subscriber may have served, but subject to any claim under Rule 25.

22. The amount to the credit of a subscriber who at his death has failed to nominate, or to keep up the nomination of a receiver, shall lapse absolutely to the Trust, provided that it shall be at the discretion of the Trustees to grant the whole or any part of any amount which may have so lapsed to any relative or dependant of the deceased subscriber whose circumstances appear to them to warrant such a concession.

23. Any lapses or forfeitures which may accrue during the year shall be divided amongst the subscribers in proportion to the amounts they have subscribed during the same year.

†24. Payments shall be made within three months from the date of retirement or death of the subscriber, and shall include interest up to the date on which payment is made; and if payment is not claimed before the expiration of the three months no interest shall accrue beyond that period.

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* Rate of interest increased from 4 to 5 per cent. by Trustees' Resolution No. 473 of 9th September 1887.

† Modified from original by Trustees' Resolution III. of 4th April 1890.

Rules Nos. 27 and 28 of 1st Edition of Provident Fund Rule were cancelled by Trustees' Resolution 277 of 15th May 1888.

25. The Trustees shall have power to recover any money claims the Trust may have against subscribers from the amount standing to their credit in the books of the Trust.

26. The accounts of the Pilot Service Provident Fund shall be kept separate, and the Trust's contributions shall be paid out of the Pilotage Revenue, but the rules, unless where specially modified, shall in other respects be the same.

*27. The peons and other inferior servants in the Trustees' service shall be admitted to the benefits of the pension rules adopted by Government to take the place of those referred to in Article 518 of the Government Civil Service Regulations published in 1889 ; for service of not less than 5 but less than 10 years' service a grautuity shall be allowed as under Article 524 (*a*) (11) of the Civil Service Regulations, *i.e.*, 3 months' pay.

†28. Service for Pension or gratuity to inferior servants shall count from date of appointment by Government, the late Harbour Board, or the Trustees, as the case may be.

29. These Rules shall be held to have come into operation on 8th May 1883, and all alterations from the date of the Trustees' Resolutions authorising them ; these being noted on the margins or in a footnote, and the decision of the Trustees on all questions arising out of them shall be final.

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* Introduced by Trustees' Resolution No. 277 of 15th May 1888.

† Originally Rule 29. Modified by Trustees' Resolution 232 of 30th April 1889.

BOMBAY PORT TRUST.

BOMBAY WET DOCK SIGNAL CODE,

SHIPS ENTERING THE PORT.

Signals for the Colaba Signal Station.

The signal to be made by ships entering the Port as to the Dock they are to enter, and their draft of water, to be telephoned from Colaba Point to the Dock Masters, is to be continued as at present.

The Dock signals from ships to Colaba Station are to be hoisted after the name signals have been replied to, and are to be repeated to the Wet Docks by telephone.

Signal.	Signification.	Night Signals.
Code pennant over P. ...	Am bound for Prince's Dock.	Two vertical lights 6 feet apart, the upper one white, and the lower one red.
„ „ „ V. ...	Am bound for Victoria Dock.	
„ „ „ P.V. ...	Am bound for Wet Docks.	

The signal indicating the Dock the vessel is intended for, and the draft of water, is to remain hoisted, or is to be re-hoisted on passing the Middle Ground Shoal; and is to remain so until the Pilot receives an order by signal or otherwise to enter the Dock or to anchor.

The draft of water is to be hoisted at same time, and (to be hoisted again, or) kept up until the signal is made for the vessel to "come on," or arrangements are made for docking.

T.B. 16′	T.L. 20′ 9″	W.B. 22′ 6″	W.K. 24′ 3″
T.D. 17′	T.M. 21′	W.C. 22′ 9″	W.L. 24′ 6″
T.F. 18′	T.N. 21′ 3″	W.D. 23′	W.M. 24′ 9″
T.G. 19′	T.Q. 21′ 6″	W.F. 23′ 3″	W.N. 25′
T.H. 20′	T.R. 21′ 9″	W.G. 23′ 6″	W.Q. 25′ 3″
T.J. 20′ 3″	T.S. 22′	W.H. 23′ 9″	W.R. 25′ 6″
T.K. 20′ 6″	T.W. 22′ 3″	W.J. 24′	W.S. 25′ 9″

DOCK CHANNEL LEADING MARKS.

PRINCE'S DOCK.

BY DAY.

North limit of channel—two cones on poles in line; *Centre of channel* mark—disc in foreground in line with double disc in back ground; *South limit*—two drums on poles in line.

BY NIGHT.

From a tower on the Island between the Dock entrances, a red ray is thrown over the south side of the channel and a white ray in the centre; from a tower on the north side of the entrance, a green ray is thrown over the north side of the channel and a white ray in the centre.

VICTORIA DOCK.

By Day.

The marks to the eastward of the North Channel Beacon are the same as for Prince's Dock; after which a line from 200 feet west of North Channel Beacon to north end of Carnac Bandar marks the south-east side of the Channel; leading mark for the centre of the channel—a disc on a short pole in foreground with the lattice work Signal Staff of Victoria Dock.

By Night.

The marks to the eastward of the Dock Channel Beacon are the same as for Prince's Dock; afterwards a red light, on a short pole in the foreground, in line with two red lights on the Signal Staff of Victoria Dock, is the leading mark for the Dock Gates.

DOCK SIGNALS.

Each Dock will have a trellis work mast or staff, with cross signal arms; and with an upper pole for signals, to be used *specially for Docking purposes only*, at the Prince's and the Victoria Dock respectively.

Each signal arm is to be fitted with two pairs of signal halyards near the extreme end, which are to be marked conspicuously at the proper height for the half-mast signal (so as to ensure that signal always being exhibited at the same height), and an inner pair of halyards near the mast for hoisting the red ball by day, or two red lights by night, with a jackstay for the ball or lamps to travel up and down on.

By Day.

A red ball at either Dock, exhibited close up under the yard near the mast, *will indicate that the sea-gates of that Dock are open and ready to receive barges, vessels, &c.*

(a) *The red ball lowered down* indicates that *docking for that tide is finished.*

2. *A blue flag hoisted at the pole head at either Dock indicates that the Dredgers and other vessels are required to keep clear of the Dock Channel.*

(a) *If, after having been hoisted at the pole head, the blue flag be lowered to half-mast height, it indicates that the channel need not be kept clear for at least half an hour or longer*; *but,*

(b) Immediately it is *rehoisted at the pole head, the channel must be immediately again cleared.*

(c) *The blue flag, after being hoisted, if hauled down, indicates that the channel will not require to be cleared again during the same tide.* Notwithstanding that, the red ball remaining up will indicate that the *gates are still open.*

3. A Pilot's flag hoisted *half way up to the yard arm* indicates that the vessel on board of which that Pilot may be *is to "make ready" to enter the channel immediately after the last preceding vessel, or after the vessel then entering.*

4. The Pilot's flag hoisted *close up to the yard arm* indicates *that the vessel on which the Pilot may be, is immediately to enter the channel and proceed towards the Dock.*

5. *If, after having been hoisted up to the yard arm,* the Pilot's flag *be lowered half way down and kept there,* it indicates that the vessel *is to stop,*

and *not to proceed further towards the Dock, unless the* Pilot's flag *be again hoisted close up;* in the latter case, she will proceed and continue her course into Dock.

6. If, after having been hoisted close up at the yard arm, and afterwards lowered half down, the Pilot's flag *be entirely hauled down,* it indicates that *the vessel is to proceed out of the channel and will not be received into Dock that tide,* unless the vessel be again signalled to.

NOTE 1.—*Under ordinary circumstances,* signals to the Pilots, *will be made at the south yard arm of either Dock by the Pilot's flag* for whom it is intended. The signal made at the *north yard* arm indicates that the vessel on board of which the Pilot may happen to be, whose flag is exhibited, *is to be kept on the north side of the channel* when approaching.

NOTE 2.—All day-signals made to ships *are to be answered* by the Code answering pennant hoisted up on board the ship.

NIGHT SIGNALS.

The orders as at present existing with regard to vessels communicating after arrival with the Dock Master, and before entering the channel, are to be strictly observed; each Pilot is distinctly to understand the rotation in which his vessel is to proceed into Dock, before he attempts to enter the channel.

GENERAL SIGNALS.

Two red lights hoisted vertically at the yard (in the place of the red ball by day) at either Dock, indicate that *the channel is required to be kept clear* for vessels proceeding to or from that Dock.

(*a*) *The two red lights lowered after having been once hoisted,* indicate that *all docking for that tide is finished* so far as that particular Dock is concerned.

FOR SIGNALLING VESSELS ABOUT TO ENTER DOCK.

1. Each trellis mast or staff will be fitted with a powerful white light, with red and green shades, and also with an obscuring disc.

2. The white light of the signal lamp on the mast of either Dock will indicate that the sea gates of that Dock are open and ready for the reception of barges or vessels.

AT PRINCE'S DOCK.

3. *The green light accompanied by* ONE TORCH waved round in a circle from right over to left at the full extent of a man's arm, standing on the Prince's Dock sea wall, in a line between the vessel and the trellis mast, indicates that *the Pilot first or next on turn* (as shall have been previously arranged with the Dock Master) *for that Dock is to enter the channel and proceed into Dock.*

AT VICTORIA DOCK.

4. *The green light, accompanied by* TWO TORCHES waved round in a circle, from left over to right at the full extent of their arms, by two men standing ten feet apart on the Victoria Dock sea wall in a line between the vessel and the trellis mast, indicates that *the first or next Pilot* on turn (as shall have been previously arranged with the Dock Master) *for the Victoria Dock is to enter the channel and proceed into Dock.*

5. *If, at either Dock, after the green light has been exhibited the red light is shown,* it indicates that the vessel entering is to stop, and keep ready to proceed out of the channel.

6. *If at either Dock after the red light has been exhibited, all the lights at the Signal Staff lamp* are obscured, it indicates that *the vessel is to proceed out of the channel.*

NOTE.—*All night-signals made* to ships from the signal lamp on the trellis mast, *are to be answered* immediately by the vessel giving *two long and two short blasts of the steam whistle.*

INTERMEDIATE SIGNALS BETWEEN THE DOCKS.

Telephone communication has been provided.

Each trellis mast will be fitted (at a suitable height where it can be seen by the Dock Master from either Dock head), with a small red lamp with obscuring disc screened so as to be invisible from the channel; and a red semaphore arm pointing to the west.

When a vessel is about to leave either Dock, and, until it reaches the North Channel Beacon going out, and *vice versa*, when a vessel is about to enter, and after it has passed the North Channel Beacon going in, the semaphore arm by day and the lamp by night will be exhibited from the Dock the vessel is leaving or entering, as a signal to the Dock Master at the other Dock to suspend work until it is prefectly safe to continue undocking or docking.

SIGNALS FROM VESSELS TO THE DOCK MASTER.

The signal to the Dock Masters, in case of accident to machinery or windlass of any vessel preventing her coming on in turn (so that other vessels should not be delayed), will be during the day H.W. $\frac{1}{2}$ or B.C.W., and by night a blue light and three quick alternate long and short blasts of the steam whistle.	
1. Engines or machinery disabled.	
2. Disabled.	

(Sd.) HENRY MORLAND,
Port Officer of Bombay.

SPECIAL PORT SIGNALS HOISTED AT THE COLABA SIGNAL STATION, AND REPEATED AT THE CASTLE FLAG STAFF.

YARD ARM SIGNALS.

FLAGS.	MEANING.
FLAG.—Diagonal white with blue cross and blue ball in centre.	A steamer in sight, to be hoisted at the north or south yard arm according to her bearing; hoisted in conjunction with a distinguishing flag, it denotes the Company to which the vessel belongs.

Flag.—Red pendant	...	A sail in sight to be hoisted at the north or south yard arm according to the bearing of the sail when first seen.
„ C pendant	...	Two sails are in sight in one direction.
„ D pendant	...	Three sails are in sight in one direction.
„ G pendant	...	Four sails are in sight in one direction.

Blue flag under Steamer's flag. Pilot wanted at Sunk Rock.

FLAG STAFF SIGNALS.

FLAGS.	MEANING.
Union Jack ...	H. E. the Viceroy, or the Governor of a Presidency or Colony, is entering the Port.
White ensign ...	A British Man-of-War is entering the Port.
Steamer's flag and white ensign under.	One of H. M.'s Indian Troop-ships is entering the Port.
Red ensign ...	Guns are being fired at Kennery Island.
Blue flag ...	A large Country Craft is in distress or on shore.
Red, white and blue flag (horizontal stripes).	Recall for Her Majesty's or Indian or Colonial Government vessels hoisted over their number.
Union Jack with white ensign under.	Vessel of War entering the Port; carries an Admiral's Flag or Commodore's Pennant.
Blue ensign ...	A vessel of the Indian or of a Colonial Government is entering the Port.
Red and white horizontal stripes.	A Foreign vessel of War is entering the Port.
Red ensign Jack down ...	A vessel is in distress or on shore.
Pilot Jack ...	Pilot schooner is absent from her station.
White, blue and white flag, (horizontal stripes).	Recall for Merchant vessels hoisted over their number.
Q Flag. ... / R do. ...	Quarantine.
Red pendant with 3 white crosses ...	Europe Mail.
White, red, yellow, blue pendant (vertical stripes.)	China Mail.
Blue, white, red, yellow pendant (horizontal stripes). ...	Australian Mail.
K. Flag ...	Kurrachee Mail.

FLAGS NOT REPEATED AT CASTLE FLAG STAFF.

FLAGS.		MEANING.
F. Pendant	...	To Pilot schooner that "Faerie" is going out.
Pilot Jack over C	...	Recalls Sphinx.
Do. do. D	...	Do. Flirt.
Do. do. F	...	Do. Faerie.
Do. do. G	...	Do. Gig.

SIGNALS TO COLABA SIGNAL STATION.

BY DAY.		BY NIGHT.
ENGLISH MAIL.		
Red pennant with 3 white crosses or Royal Mail Pendant.	...	Three white lights (vertical) at foreyard.
CHINA MAIL.		
A white, red, yellow, blue pendant (vertical stripes).		Two red lights (vertical), 6 feet apart at foreyard.
AUSTRALIAN MAIL.		
A blue, white, red, yellow pendant (horizontal stripes).	...	
KURRACHEE MAIL.		
K. Flag		
QUARANTINE.		
Q or R Flag at foremast head	...	Two white lights at foremast head. To sound whistle.
HER MAJESTY'S INDIAN TROOPSHIPS.		
		Two white lights at foremast head.
ROYAL NAVY OR INDIAN MARINE VESSEL.		
		Two white lights at mizzen-peak.
HIRED TRANSPORT VESSELS.		
		Two white lights at mizzenmast head.

SPECIAL LICENSED PILOTS' SIGNAL.

Blue flag at the foremast head	...	Two lights at the fore, 6 feet apart, red uppermost and white below.
FROM PILOT SCHOONER.		
Pilot Jack and Marryatt's Code Signal 1, 2, 3, 4, 5.		Number of Pilots required on Board Schooner.

BOMBAY PORT TRUST.

Rules adopted by the Trustees for the registration of Debentures.

1. Holders of Port Trust debentures desiring to have the same registered shall lodge such debentures in the office of the Trustees with a written request addressed to the Trustees to register the same.

2. The fee payable to the Trustees for registering a debenture shall be Five Rupees.

3. By registering a Port Trust debenture the Trustees do not guarantee that the holder of it when presented for registration and registered had a good title to such debenture.

4. The holder of a registered Port Trust debenture desiring to transfer the same shall lodge such debenture in the office of the Trustees, together with an instrument of transfer signed by such holder or his properly constituted attorney duly stamped, transferring such debenture into the name of the proposed transferee thereof. Such instrument shall also be signed by the proposed transferee.

5. The instrument of transfer of a registered Port Trust debenture shall be in the following form :—

BOMBAY PORT TRUST.

I, A B of , in consideration of the sum of Rs. paid to me by C D of , do hereby transfer to the said C D Debenture for Rs. , No. of the Loan of registered in my name in the books of the Trustees of the Port of Bombay to hold the same subject to the conditions thereof, and I the said C D hereby agree to take the said debenture, subject to the condition thereof.

As Witness our hands this day of Witness.

6. All instruments of transfer which shall be registered will be retained by the Trustees.

7. A fee of One Rupee will be charged for the registration of each transfer, and must be paid before the registration of the transfer.

8. When a Port Trust debenture has been registered, it will only be payable to the registered holder of such debenture or his properly constituted attorney, or in case of his death to his executors or administrators.

9. When a Port Trust debenture has been registered, the interest coupons attached to such debenture will be payable to the bearer of them in the same manner as if such debenture had not been registered.

10. The registered holder of a Port Trust debenture desirous of removing the same from the register of the Trustees shall be at liberty to do so, and shall for that purpose lodge such debenture in the office of the Trustees with a written request signed by him or his attorney and addressed to the Trustees to remove such debenture from the register.

11. A fee of Five Rupees will be charged for removing a debenture from the register and must be paid before such removal takes place.

12. The Trustees upon the receipt of a request to remove a Port Trust debenture from the register will stamp beneath the name of the last registered holder on the back of the debenture the word "unregistered" and will cause such stamp to be authenticated with the signature of the Chairman of the Trustees, and thereupon such debenture shall cease to be a registered debenture and shall be payable to bearer and transferable in the same manner as if such debenture had not been registered.

Debentures thus removed from the register can be again registered and when again registered, can be dealt with in the same manner as debentures which have not been before registered.

By order of the Trustees,

G. MANSON, Secretary.

ANNUAL REPORT.

THE Committee have the honour to submit, for the information of members, the usual annual report upon the matters which have been discussed and dealt with during their period of office, accompanied by an audited statement of the affairs and funds of the Chamber for the year ending 31st December 1893. The past year has been an exceedingly quiet one, and has not brought up for discussion by your Committee any leading question with the one exception of

CURRENCY LEGISLATION,

which, since the closing of the Mints to the free coinage of silver on 26th June 1892, has overshadowed all other commercial subjects. Upon the action of Government, in the absence of any mandate from the general body of members, your Committee have not considered themselves called upon to offer an opinion either for or against; but about the middle of August, when the Committee considered Her Majesty's Secretary of State for India had selected an inopportune moment for suddenly accepting a reduced rate for Council bills, they telegraphed their views on the subject to the Government of India.—(*Appendix* B.)

SILVER IMPORTED BY EXCHANGE BANKS AFTER CLOSING OF THE MINTS.

At the time the Mints were closed to the free coinage of silver, the Indian Exchange Banks had, in the ordinary course of business, a very large amount of silver on the way

to India which, on being tendered at the Mint, was, as a matter of course, refused. The various Banks, as members of the Chamber, stated their case to the Committee who, after very careful consideration, agreed to support the claims of the Banks for the admission of the silver to free coinage. They accordingly telegraphed to Government that, at a special meeting of the Committee held to consider the position of the Exchange Banks with reference to silver bullion arrived and in transit prior to the passing of the special Act closing the Mints, it was resolved that the Committee should respectfully address Government in support of the Banks' claim that their silver be accepted on the terms existing at the time their purchases were made and shipments effected. Stating that the information placed at the disposal of the Chamber by the Banks went to show that the silver in question had been bought and shipped to meet legitimate requirements of trade and not for purposes of speculation, the Committee were of opinion that the Banks had an equitable claim to have their silver admitted to free coinage. They further added that the existing position was causing considerable disturbance to trade, and accordingly asked for an early and favourable decision. In their letter of 3rd July, confirming this telegram, the Committee dealt with the question at greater length, laying stress mainly on the fact that the information placed at their disposal by the Banks went to show that the silver in question had been bought and shipped to meet ordinary day to day commitments incurred in the regular course of banking business. They, therefore, held that the Banks were justified in claiming to be placed in the same position as they would have been had the special Act not been passed, and not to any lesser measure of compensation. The Committee took no objection either to the secrecy observed by Government

regarding their intentions or the promptitude with which they were carried into effect; on the contrary, they freely acknowledged that, granted the measure was advisable in the interests of the country at large, it was incumbent on Government to pass it into law in such a manner as to prevent their action being anticipated and trade disorganised by speculation. They further pointed out that there was nothing in the position which would have warranted the Banks in anticipating the immediate closing of the Mints; on the contrary, with the exception of unauthorised and irresponsible rumours on which no prudent men of business would have been justified in acting, everything pointed in the opposite direction, or at all events warranted the belief that no action would be taken without safeguarding the interests of legitimate traders. Only ten days preceding the action of Government, Her Majesty's Under-Secretary of State for India stated, in Parliament, in reply to a question, that an Act of the Council of India would be required before the Indian Mints could be closed, but that pending this the Government could extend the period for certificates for the delivery of silver coin. This, if it meant anything at all, could only be interpreted as indicating that if the Indian Mints were closed against free coinage, it would only be in such a manner and under such precautions as would protect legitimate importers of silver from being subjected to unexpected loss, and was certainly so interpreted at the time by the mercantile community. Unless, therefore, the entire trade of the country was to be so materially restricted as to be practically brought to a stand-still for an indefinite period, the Banks were not only justified, but their obligations to their constituents—the mercantile community—compelled them to go on purchasing bills so long as they could do so without undue speculative risk, or, in other words, so long

as they could simultaneously lay down funds for the purpose by the purchase of Council Drafts or silver, and this, they contended, was precisely what they had done, neither more nor less. Admitting that the comparatively large amount of silver arrived and afloat at the time of the closing of the mints, when the export season was undoubtedly drawing to a close, might, at first sight, appear scarcely in accordance with this contention, they pointed out that the heavy sales of Government Paper to London must be taken into account as having been the leading cause of these imports. But irrespective of that, the broad fact remained that the Banks were in a position to show that their silver purchases were, when the Act was passed, covered by bills payable in Europe bought on this side. At the same time the Committee urged the important point that the heavy imports of silver were not made at the expense of a diminished demand for the Secretary of State's bills on India. Had that been the case, the claims of the Banks to the fullest consideration on the part of Government might have been prejudiced had it been apparent that they were only buying silver as a means of remittance to the exclusion of Council drafts; but this was not the case, for the Secretary of State had been able to sell by drafts and transfers between 1st April and 30th June a total of Rs. 932,57,187, or an average of Rs. 71,73,629 per week, as against the nominal offerings of Rs. 60,00,000 per week.

The negotiations which subsequently ensued resulted in the Banks obtaining a much more favourable settlement than the Government were at first apparently disposed to concede; but even the better terms gained leave considerable loss to the Banks.—(*Appendix* C.)

THE INDIAN MERCHANT SHIPPING BILL, 1892.

The past year has again been one devoid of special interest in regard to commercial legislation, only one enactment of first importance having been introduced, namely, The Indian Merchant Shipping Bill, 1892. This Bill was forwarded to the Chamber for opinion in January 1893, and, as usual, where any question of importance to trade is concerned, it was submitted for criticism to a Special Committee, consisting, in this instance, of Mr. R. S. Campbell, (Chairman of the Chamber) whose place was subsequently taken by Mr. W. R. Macdonell; Mr. H. W. Uloth (Superintendent, P. & O. S. N. Company); Mr. L. R. W. Forrest (Messrs. Killick, Nixon & Co.); Mr. M. C. Turner (Messrs. Mackinnon, Mackenzie & Co.); and Mr. J. A. Shepherd (Messrs. Shepherd & Co.). The Bill having been perused clause by clause, the Special Committee submitted a report thereon, which was ultimately adopted by the General Committee and forwarded to Government as embodying the opinion of the Chamber. The main purport of the Bill being to consolidate the existing law regarding shipping, met with the approval of the Committee; and there can be little doubt that the result of it being passed would be to place the existing law on merchant shipping and the carriage of passengers by sea on a much better basis than now exists. The chief points which appeared to invite criticism were the fact that the Bill embodied nothing respecting the disputed question of what decks were to be measured for passengers, a point upon which the report of the Native Passenger Ships' Commission, dated Calcutta, 28th February 1891, treated as the first and most important to be enquired into, and regarding which the rules under the Native Passenger Ships Act—which the Special Committee considered in conjunction with the Indian Merchant Shipping Bill, and rendered a separate report thereon—was also

silent. As regards the detailed provisions of the Bill, the Committee pointed out that the word "burden," as taken to indicate the size of vessels, did not now convey any specific meaning, and they accordingly recommended the substitution of "net registered tonnage." They also considered that the exemption from certain provisions of the Act proposed to be conferred upon sailing ships, not carrying passengers, navigated and manned exclusively by Arabs, lascars, or other Asiatic masters and seamen, was not in the interests of safe navigation, and they recommended that precautions should be taken to see that these vessels were as carefully navigated as in the case of British manned vessels. They also pointed out the undesirability of exempting home trading vessels of a burden of less than 150 tons from requiring a load-line to be marked upon them, the owners, as a rule, being people of small means, anxious that their vessels should carry the greatest amount of freight possible, and therefore quite as likely, as owners of larger vessels engaged in the foreign trade, or even more so, to endanger the lives of those navigating the ships. Some of the provisions regarding the providing of food and water for vessels engaged in short voyages were also objected to, instance being given of Messrs. Shepherd and Company's steamers—which sometimes enter as many as fifteen ports in twenty-four hours—as showing the absence of any necessity for providing food, especially as the passengers are almost entirely native, and would object to such food even if provided. A long representation from the Perim Coal Company, pointing out the inequitable character of the proposed definitions of Home-trade and foreign-going steamers as likely to affect their trade between Aden and Perim, as also the requirements regarding medical officers on short voyages between Aden and the Somali Ports, the Committee considered it advisable to

pass on to Government in full, at the same time endorsing the views expressed by the Company. As already mentioned, in conjunction with their report on the Merchant Shipping Bill, the Committee considered it advisable to send in a report to Government on the

DRAFT RULES UNDER THE NATIVE PASSENGER SHIPS ACT.

These rules, in some instances, materially affect the provisions of the Merchant Shipping Bill. The Committee in addressing Government pointed out that the Government of India Resolution, dated Simla, 16th October, 1890, appointing the Native Passenger Ships' Commission, directed the Commission to report, first, upon the disputed question as to what decks were to be measured for passengers, and that in the report of the Commission, dated Calcutta, 28th February 1891, paragraph 10, the Commission treated this point as the first and most important to be enquired into; yet the report was silent and made no deliverance or recommendation in connection therewith. Further, the Draft Indian Merchant Shipping Bill, the outcome of the Native Passenger Ships Commission, as also the new draft rules prepared by Government in supersession of Notification No. 1353 of 14th March 1889, were also silent upon the question, while they re-enacted the old rule that no vessels trading between India and the Red Sea should carry passengers in two between decks. It was evident, therefore, that the question the Government of India had set itself to solve had not been dealt with in any way. During the preceding pilgrim season, the measuring officers of pilgrim steamers at Bombay decided for themselves that a poop constituted a second between deck and cut the space out of the measurements of pilgrim steamers. These officers

admitted, when questioned, that they had no rule or special authority for making this deduction beyond the construction which they were pleased to put upon the rule, dated 14th March 1889, which had been in force for four years, but had not previously been so construed. The importance to the shipping interests, therefore, that some definite understanding should be arrived at was very evident; as with the troop-ships and P. & O. steamers constantly carrying passengers between India and the Red Sea on more than one between deck, it appeared a hardship that the pilgrims, who were extremely poor, should be forced to pay for superior accommodation to what the Government allotted their European troops. With regard to the detailed provisions of the rules, the Committee considered that the requirement that a medical officer and a permanent hospital should be provided in steamers performing short voyages was unnecessary. While it might not be an objectionable clause for vessels engaged in long voyages or in the pilgrim trade, there seemed no good reason why such voyages as those performed by the British India Steam Navigation Company's vessels from Bombay to the Persian Gulf, should be treated on the same basis. The Committee also objected to the fitting of iron grating hatches for ventilating purposes, as these gratings would necessarily require to be made strong enough to bear the weight of passengers—who generally make use of such places for sitting on—and would, therefore, be awkward to handle and likely to cause serious accidents if they fell between decks. The requirement regarding life-boats the Committee also considered unnecessary, and suggested that the rules of the Board of Trade, under this head, should be followed.

Since the submission of this report in June last, the Chamber has received no further communication from

Government on the subject. The Bill has come up for consideration at the Legislative Council, and has been referred to a Select Committee. Later in the year your Committee saw fit to take exception to a notification published by Government under Section 53 of the Native Passenger Ships Act, 1889, for purposes of regulating the mode of embarking and disembarking passengers from the steamers of the Bombay Steam Navigation Company, and addressed Government thereon. To their representations, however, (which were based mainly upon information obtained from the Bombay Steam Navigation Company) the Committee have had no reply.—(*Appendix* D.)

PRESIDENCY SMALL CAUSE COURTS BILL.

This Bill has not been submitted to the Chamber by Government, but through a member of the Chamber the Committee have been favoured with a copy of a report submitted to the Government of India in the Legislative Department upon the proposed enactment by the European and Anglo-Indian Defence Association, who were desirous that the Chamber should support their views. Before deciding whether or not to take action upon this representation, the Committee deemed it desirable to obtain the opinions of the legal members of the Chamber, and, having done so, decided to refrain from addressing Government on the subject, as the majority of the opinions elicited indicated that the main feature of the Bill—giving a right of appeal to the High Court in all cases over Rs. 1,000—was not, from a commercial point of view, an objectionable feature, but the reverse. Furthermore, Government were already possessed of the views of the Chamber on the alterations which this Bill would import into the existing law in the report submitted by the Chamber to Government in 1891, upon suggestions regarding proposed alterations in the

Presidency Small Cause Courts; and there was no reason, therefore, to suppose that these views required emphasizing by further representations.—(*Appendix* E.)

DECK AND LOAD-LINES ACT.

In May last the attention of the Chamber was drawn to a notification published by the Port Officer of Bombay intimating that, in accordance with the rules under the Deck and Load-Lines Act, 1891, published under Departmental Notification of 13th March 1893, no vessels would be permitted to leave Bombay between 20th May and 30th September, loaded beyond the line at the bottom of the disc placed on the sides of vessels under the Board of Trade Rules, which would be equivalent to the winter line in English waters. This notification having merely been published in the *Government Gazette* and in the Office of the Port Officer, had escaped the notice not only of the Chamber but of Steamer Agents and others interested; and it was by accident, therefore, that attention was drawn to it at the last moment. As it was manifest that the enforcement of the rules, under the circumstances, would be attended by considerable injustice to all concerned, the Committee of the Chamber telegraphed to the Government of Bombay asking that the rules might be suspended pending a representation to be forwarded by letter, and in consequence of that telegram the rules were placed in abeyance, and so far have not been revived. In their letter to Government the Committee pointed out, in the first instance, how the matter escaped notice. So far back as 1885, the Government consulted the Chamber with reference to a proposal for the establishment of a load-line for vessels leaving Indian waters, and in consequence thereof Steamer Agents and others interested referred the question to their principals

at Home. The replies received from owners indicated that they deprecated any action being taken in India until the result of the discussion then going on in England on the subject had been definitely ascertained, and this view the Chamber communicated to Government. In 1890 the matter was again revived by the passing of the English Merchant Shipping Act in that year when, in response to an enquiry from Government, your then Committee prominently drew attention to the fact that monsoon weather in India was never so bad as winter weather on the English Coast, and that summer weather in the United Kingdom was never so uniformly fine as the fair season in India. They accordingly suggested that marks should be laid down for the fine season limit in this country and for the monsoon months respectively. No further reference was made to the Chamber, but by notifications published in the *Government Gazette* of 1st December 1892 and 16th March 1893, respectively, it was laid down that the Indian load-line during the monsoon months should be the same as the English winter load-line. As already remarked, the fact that these rules were only published in the *Government Gazette*, and not as usual also in any of the daily papers, while no further reference had been made to the Committee of the Chamber who had already objected to this basis of load-line, the matter entirely escaped notice until it was intimated that vessels actually loading would not be permitted to leave the harbour except in accordance with the new rules. Re-capitulating what the Chamber had formerly urged, and pointing out that the enforcement of the new regulations would amount in steamers, such as are usually loaded in Bombay for Europe, to a difference in carrying capacity of something like 100 to 150 tons of cargo, it was shown that, in the twenty-four years which had elapsed since the first

opening of the Suez Canal, only two steamers had been lost between Bombay and Aden during the monsoon season, and that even in those cases there was nothing whatever to indicate that the disasters arose from overloading. They also added that, with the exception of possibly a few days at the burst of the monsoon when ordinarily heavy weather was experienced, and even then the strength of the monsoon gale could not be said to exceed a summer storm on the Coast of England, the greater portion of the monsoon period simply meant strong head-winds which the powerful and well-equipped steamers of the present day encountered without danger or difficulty. Further, the enforcement of the rules would practically place steamers trading between India and England on the winter load-line for ten months of the year, the English law enforcing that mark from 1st October to 1st April, while from 21st May to the end of September the new monsoon requirement would have to be observed. The matter was one of so much importance to the shipping trade that attention was drawn to it in Parliament, and later in the year the Chamber of Shipping of the United Kingdom addressed this Chamber handing a copy of questions addressed to the Under-Secretary of State for India in Parliament by Mr. Forwood, M. P., and the replies thereto, and asking that this Chamber should forward at the earliest possible moment intimation of any new regulations which the Indian Government might bring forward. In acknowledging receipt of this communication the Committee handed the Chamber of Shipping a copy of the letter they had addressed to the Bombay Government on the subject, and also expressed their willingness to communicate any information on the subject which they might receive.

As arising from this correspondence Government had their attention called to the

PROCEDURE FOR PUBLICATION OF RULES, AFFECTING THE GENERAL PUBLIC, UNDER MARINE ENACTMENTS.

The question of the most effective mode of giving publicity to rules relating to the Mercantile Marine, issued under the Merchant Shipping and Indian Ports Act, &c. received the consideration of the Bombay Government during the year under review, in consequence of several representations having been made to Government pointing out that the procedure previously existing of publishing such rules only in the *Bombay Government Gazette* was insufficient for making the provisions of same generally known. His Excellency the Governor in Council accordingly decided that in future all rules affecting the Mercantile Marine, published either provisionally or finally by Government, should, in addition to being published in the *Government Gazette,* be freely distributed among shipowners, masters, and others concerned ; also that copies be sent to all shipping firms, the Chamber of Commerce, the Under-writers' Association and to all local marine bodies connected with shipping interests.—(*Appendix* F.)

TRANSFER OF PROPERTY ACT, 1882.

The Secretary of the Bombay Law Society having handed to the Chamber copy of a representation which that Association had made to Government in May last asking for the repeal or amendment of section 136 of the Transfer of Property Act, 1882, your Committee decided to support the representation as being in the interests of the mercantile community. Promising that the members of the Chamber were not competent to discuss the exact legal definition attached to the provisions of the Act, either as regards the officers of Court concerned or the documents affected,

the Committee did not presume to trouble Government with any remarks on the portions of the memorial defining these points; but assuming that the Act would have the effect contemplated by the legal profession, they endorsed and supported paragraphs 10 to 15 of the memorial. In the opinion of the Committee it would not only be manifestly unfair to barristers, pleaders, attornies and other officers of Court to deprive them of the right of investment in certain securities enumerated in paragraph 4 of the memorial, but the consequence of such a law being in force might be most serious to future holders of such instruments who might, without any fault on their own part, find themselves in the position of holding no good title to their investments. The Committee expressed their belief that the possible results of the Act were never contemplated by the legislature, and they felt confident therefore that the matter had only to be brought to the notice of Government to lead to the section objected to being repealed or amended.—(*Appendix* G.)

AMENDMENT OF THE INDIAN STAMP ACT.

In the report for 1892 reference was made to a representation which the then Committee had addressed to the Government of India calling attention to the uncertainty which prevailed as to the manner in which adhesive stamps used on bills or contracts should be cancelled, and suggesting an alteration of the law so as to provide for a more definite mode of cancelment. In the reply received, under date of 24th March 1892, Government stated that the point had already been noted for consideration when the Indian Stamp Act was next amended. In October last, however, a Bill was introduced into the Supreme Legislative Council for the purpose of amending the Act in question, but it was noticed that it had reference only to policies of sea-

insurance and sale-certificates, and that no alteration in the law was recommended with respect to adhesive stamps. This being the case, the Committee of the Chamber lost no time in addressing the Government of India, calling their attention to the matter in the hope that they could see their way to the introduction into the Bill of a clause providing the required definition of cancelment. To this the Assistant Secretary, in the Department of Finance and Commerce, replied stating that the Chamber's suggestion had not been overlooked, but that as both the matters in respect of which the Stamp Act was being amended pressed for settlement in view to the removal of specific hardships, it was decided not to embody in the amending measure any other matters which would have involved delay; and that the Chamber's proposal had, therefore, been held over, with several other amendments, until the Act came under general revision.

Subsequently, a copy of the amending Bill referred to, with Statement of Objects and Reasons, was received through the Government of Bombay with a request for an opinion on its provisions. The objects of the Bill being to assimilate the Stamp law of India respecting policies of sea-insurance to that enacted for the United Kingdom by the Stamp Act of 1891, and to determine the construction which is to be placed on Schedule 1, Article 16, of the Indian Stamp Act, 1879, read with Section 24 of that Act, in relation to sale-certificates,—alterations which, it was understood, met with general approval—the Committee replied stating that the proposed measure had the entire approval of the Chamber.—(*Appendix* H.)

SUGGESTED AMENDMENT OF THE INDIAN COMPANIES ACT VI OF 1882.

An Act of Parliament having been passed, under the title of the "Companies (Memorandum of Association) Act, 1890," giving further powers to Companies with respect to certain instruments under which they may be constituted or regulated, the Committee took the opportunity, in June last, of representing to the Government of India that an Act of similar purport would be of the greatest service in India where the difficulties which the English Act had been passed to meet, were of frequent occurrence. It was pointed out that the law in India, as it at present stood, made it impossible for a Company, registered under the Indian Companies' Act, to amend its Memorandum of Association or Deed of Settlement with respect to the object of the Company, without going into liquidation and reconstructing the Company—a process involving not only considerable expense, but frequently one which endangered the well-being of the Company. The Committee accordingly suggested that the provisions of the English Act should be incorporated in any amending Bill which Government might deem desirable to bring forward for the purpose of placing the existing Indian Companies' Act on a better footing.

The Committee up to the time of writing their report, have received no definite reply from Government to their suggestion. But they are glad to find from a circular letter which has been addressed by the Department of Finance and Commerce to all local Governments and Administrations, that the Governor-General in Council is of opinion that the amendment proposed would doubtless be useful; but before passing final orders on the subject, the views of other mercantile communities and public bodies have been invited on the suggestion—(*Appendix* I.)

AMENDMENT OF THE NEGOTIABLE INSTRUMENTS ACT, 1881.

In May last the Bombay Government addressed the Government of India enclosing an opinion of the Advocate General in which it was pointed out that there was no provision in the Negotiable Instruments Act, XXVI of 1881, similar to that contained in sub-section (3) of section 74 of the English Bills of Exchange Act, 1882 (45 and 46 Vict., Cap. 61), under which the holder of a cheque as to which the drawer is discharged from liability can be a creditor, in lieu of the drawer, of the banker to the extent of such discharge, and is entitled to recover the amount from him. The Bombay Government, in submitting the opinion for the consideration of the Government of India, suggested that such action might be taken as might be deemed necessary as regards the amendment of the Negotiable Instruments Act, 1881. The Secretary to the Government of India, Judicial Department, in soliciting the opinion of the Chamber, through the local Government, on the alteration proposed to be made in the Act, pointed out that section 84 of the Negotiable Instruments Act, 1881, which corresponded with sub-section (1) of section 74 of the English Bills of Exchange Act, 1882, appeared to have been founded on the old Common Law rule, under which the drawer of a cheque was discharged absolutely on the failure of the banker if the holder had not presented it within a reasonable time. Under sub-section (1) of section 74 of the English Act the drawer was in such circumstances only discharged to the extent of the damage he suffered through the delay in presentment, and under sub-section (3) of the same section the holder of the cheque was made a creditor of the banker to the extent of such discharge. It was the insertion of this last provision only which was suggested by the Honourable the Advocate

General; but it seemed worthy of consideration whether, if this provision be inserted, section 84 of the Indian Act should not be entirely re-cast in conformity with the apparent intention of the English Act: that Act introduced a completely new rule of law, and it was for consideration whether such rule, or any modification of it, should be adopted in India.

The Committee of the Chamber having consulted the representatives of the principal Banks and Banking firms on the subject, replied to the Government of India intimating that the suggested amendment met with their approval, and that they considered that section 84 of the Negotiable Instruments, Act, 1881, should be re-cast so as to assimilate the law in India with that in force in the United Kingdom.—(*Appendix* J.)

COMPOSITION OF BOARD OF EXAMINERS FOR GRANTING CERTIFICATES OF COMPETENCY TO MASTERS AND MATES, UNDER ACT I. OF 1859.

The procedure at present in force with respect to granting Certificates of Competency to Masters and Mates under Section 10 of Act I. of 1859, engaged the attention of the Government of Bombay during the year under review, in connection with a report made on the subject by the Port Officer, Bombay, who stated that candidates, after examination in navigation and seamanship, were obliged to go out of the Port Office with their papers to be examined in stowage, ship's business, &c., by Lloyd's Surveyor. To obviate this inconvenience it was proposed to assimilate the procedure for the conduct of the examinations in Bombay to that of the Board of Trade, under which the examiner in seamanship examines the candidates as to their knowledge of ship's business, &c., and under these

circumstances the Port Officer reported that the presence of Lloyd's Surveyor on the Board would no longer be required.

When the question came before the Chamber in 1872, the then Committee expressed the opinion that the appointment of a member of the Mercantile Marine on the Board of Examiners was desirable; and the local Government, in submitting the Port Officer's report for the consideration of the Chamber, asked to be favoured with the present opinion of the Committee on the subject.

After careful consideration of the matter, Government were informed that the Committee still held to the opinion expressed by the Chamber in 1872, and considered that it was desirable that an officer of practical mercantile experience should sit on the Board of Examiners for granting certificates of the character mentioned.—(*Appendix* K.)

THE INDIAN FISHERIES' BILL, 1893.

A copy of this Bill to provide for certain matters relating to Fisheries in British India, with Statement of Objects and Reasons, was forwarded to the Chamber in November by the Government of Bombay with a request for opinion on its provisions.

As the subject, however, had no interest for the members of the Chamber, the Committee informed Government that they had no opinion to offer on the provisions of the proposed measure.—(*Appendix* L.)

LOCAL WEIGHTS AND MEASURES.

Under a notice, dated 27th April 1893, the Municipal Commissioner of Bombay intimated that, subject to any reasons which might be given to the contrary, he proposed,

under section 418 (1) of Bombay Act, III of 1888, to provide local standards of weights and measures as follows:—

4 sers.
8 sers.
10 sers, or ¼ Maund.
20 sers, or ½ Maund.
40 sers, or 1 Maund.
80 sers, or 2 Maunds.

and to withdraw all the avoirdupois weights now in use. Further, for the phurra (dry) measure containing 16 pylees or 3,145 cubic inches, to substitute a phurra (dry) measure containing 17 pylees or 3,341·52 cubic inches. A few days after the publication of this advertisement in the newspapers, the Municipal Commissioner addressed the Chamber on the subject, pointing out that when weights were brought to the Municipal authorities for verification, there were no standards with which to verify them, and the consequence was that the avoirdupois 28lbs. weight was used as the representative of one maund, the avoirdupois 14lbs. weight as the representative of ½ maund, and the avoirdupois 7lbs. weight as the representative of ¼ maund. But the avoirdupois 7lbs. weight weighs 273 tolas only, and not 280, which a 10 ser or ¼ maund weight should weigh. There was thus a deficiency of ¼ ser in a ¼ maund weight. This deficiency increased proportionately in the higher weights until it reached 28 tolas or 1 ser in the weight used as a maund. Further, as regards the phurra measure the Commissioner pointed out that while the standard in his possession measured only 16 pylees, the former measure of this capacity, when the Commissioner of Police was warden of weights and measures, had a measurement of 17 pylees, and that all the information he was able to collate seemed to indicate that 17 pylees represented the true phurra. He therefore proposed to revert to the

standard phurra measure in use in former times and desired to know whether the Chamber would agree with him in the desirability of making this substitution.

In reply to the Commissioner's communication the Committee informed him that the great irregularity in the various local standards of weight throughout India had frequently engaged the attention of the Chamber, and that on three separate occasions special Committees had been appointed to discuss the practicability of suggesting one standard for the entire country. All these Committees had come to the conclusion that the best unit of weight for adoption would undoubtedly be the one-pound English, and that the Chamber was not without hope that this might ultimately be adopted. In that hope, and having regard to the fact that the entire import and export trade of the port was based upon avoirdupois weight, and that the Bombay maund was invariably accepted as 28lbs., the Committee of the Chamber would much prefer to see the maund of 28lbs. retained as the standard, and the ser made an exact sub-multiple of that. Admitting that this would necessitate a reduction of the local standard ser in the proportion of a quarter seer to the quarter maund, as the Bombay ser did not correspond to the ser in other parts of India and had no special value as a weight of its own, the Committee did not see that this alteration would be attended by any material inconvenience, while it would at once get rid of the difficulty with respect to the 4, 8, 10, 20 and 40 ser weights. Should this course, however, be, in the Commissioner's opinion, impracticable, the Committee then suggested that the local ser and its multiples should be retained as an entirely separate range of weights from the avoirdupois; that is to say that 2, 4, 8, and 10 sers and so on should all be exact multiples of the one ser, but should not at the same time be regarded

as fractions of the maund. By this means the commercial maund would still retain its equivalent of 28lbs. in all wholesale dealings and would not necessarily therefore interfere with the ser weights which were only used by shopkeepers and retail dealers in purely local trade. The retention, however, of standard avoirdupois weights, the Committee stated, was practically a necessity, as all articles of import and export sold by weight were dealt in either by the ton, hundred-weight or pound, or in maunds consisting of so many pounds English. It was therefore an absolute necessity that these standards should be available for the purpose of revising the weights in use throughout the mercantile trade of the Port. With respect to the Phurra measure, the Chamber had no information which would enable the Committee to speak with any degree of certainty; but the enquiries instituted and the information available pointed to 17 pylees as being the Phurra measure practically in use, and they considered therefore that the standard in the Commissioner's office should be of that equivalent.

In acknowledging receipt of the Committee's letter, the Municipal Commissioner suggested that a personal conference would probably enable him to discuss the matter with greater advantage than by continued correspondence, and it was accordingly arranged that the Commissioner should meet the Committee of the Chamber on the 31st May. As the result of this conference the Commissioner issued a notice, under date of 5th June, to the effect that he would provide the following local standards of weight in addition to those now in use, namely,

4 sers.
8 sers.
10 sers.
20 sers.
40 sers.

and that the phurra measure should be 17 pylees as originally proposed by him.

The effect of this notification is practically to accept the alternative suggested by the Chamber in their letter to the Commissioner, namely that the ser weights should be maintained as exact multiples of the one Bombay ser, leaving the avoirdupois weights as formerly, and not therefore disturbing them in their accepted relations to the maund of 28lbs. In this way, while the retail trade is placed on a proper basis, the mercantile community, dealing as they do with English weights or their equivalents, are not affected in the custom which has so long prevailed in this respect. The settlement is therefore quite suitable so far as Bombay is locally concerned, but the larger question of the unification of Indian weights still remains where it was and well merits the early attention of the Government of India—(*Appendix* M.)

CUSTOM HOUSE BUSINESS.

In ordinary matters of business connected with the Custom House, the Chamber has practically had no complaints lodged during the year, and this, which was formerly no inconsiderable portion of the Chamber's work has practically ceased to call for attention. At the beginning of the year the Collector of Customs addressed the Chamber with respect to a practice which prevailed of the Agents of a Coast-wise line of steamers in Bombay obtaining inspection of Customs returns by means of the Chamber's statistical clerks in the Custom House. This practice, the Collector pointed out, was at variance with the standing orders of the Custom House, and he had therefore ordered its discontinuance ; but as the question was one in which, except to protect the interests of shippers, the Custom

House was not directly concerned, he solicited the opinion of the Chamber whether there was any objection to the continuance of the practice. In reply the Committee stated that they saw no good reason to object to the firm in question having inspection of the Customs manifests in the hands of the Chamber's clerks, nor would they object to other members of the Chamber having similar facilities, so long as it did not obstruct the work of the Custom House.—(*Appendix* N.)

THE MERCHANDISE MARKS ACT.

The above Act, so far as the Committee are aware, continues to be worked satisfactorily in Bombay, the intervention of the Chamber not having been solicited during the twelve months covered by this report. In other parts of India, also, the Act appears, as a rule, to have been administered by the officials who are charged with enforcing its provisions, with care and discretion.

In respect to the importation of Russian Kerosine Oil, however, it appears that the Collector of Customs at Kurrachee (in accordance with an order issued by the Government of India) requires that cases and tins of such oil bearing description of contents in the English language, should be marked with the name of the country of origin. The Kurrachee Chamber of Commerce in calling the Committee's attention to the hardship which importers suffer by the strict enforcement of this rule, enquired whether the authorities at Bombay treated such imports in a like manner, as, if not, they considered that the importation of the oil in its present state should be permitted at Kurrachee. The Committee, after making enquiries into the matter, replied that although the Collector of Customs in Bombay did not previously insist upon Batoum Oil being marked as "produced in Russia," since the definite ruling

of the Government of India, referred to, the importers of Batoum Oil have complied—as they are bound to do—with the Government ruling, and now mark their oil as "made" or "produced in Russia."

The Kurrachee Chamber, in acknowledging receipt of this information, further enquired whether, in imports of the Star and Crescent brand of Russian Oil into Bombay, the Customs authorities insisted upon a strict compliance with the Act. The cases, it was pointed out, were all marked "made in Russia." but the Kurrachee Collector required that this stamp should appear on that side of the case which showed the Star and Crescent Mark, and further that the tins, which are stamped "Best refined" should also be stamped "made in Russia." The Committee, in reply, intimated that the Collector of Customs in Bombay did not insist upon the words "made in Russia" appearing on the side of the case bearing the Star and Crescent Mark, nor did he require that these words should be stamped on the tin. At the same time the Committee pointed out that the Kurrachee authorities were quite within their rights in insisting upon this point if they chose to do so. And in compliance with a further request from the Kurrachee Chamber, the Committee forwarded copy of a notification issued by the Customs Preventive Department in Bombay, requiring that the tins contained in cases of Kerosine oil imported into Bombay, when they were marked with an English indication such as "Refined," "Extra Refined," "Petroleum," &c., should also be marked with the country of origin "made in Russia;" otherwise the English indication should be omitted.

In response to a request from the London Chamber of Commerce the Committee have furnished that body with a complete set of the rules, orders, &c., made by Government since the passing of the Act. A duplicate copy of these

documents is available (for reference) to members of the Bombay Chamber of Commerce on application to the Secretary.—(*Appendix* O.)

DELAYS IN PROCURING CHEMICAL TESTS.

The delay and difficulty which importers appear to experience in clearing oils, paints, &c., in which possibly an ingredient of an explosive character might form a constituent part, formed the subject of a representation which the Committee of 1892 addressed to the Collector of Land Revenue, Customs and Opium, Bombay, on 7th June of that year. In the interval which elapsed between the date of the Committee's letter and the receipt of a reply from the Collector, the matter again came before the Chamber in the form of a fresh complaint of a similar character, which alleged that the delay and inconvenience previously referred to had not in the interval been removed or, indeed, lessened in any way. The Committee therefore again placed themselves in communication with the Collector on the subject. In the present instance, the same complainants stated that they imported 31 cases (in 1 lb. tins) of ready made Silicate Paints by the s.s. "Oriental," which arrived in Bombay on the 19th August 1893; that the tins taken out of the cases to be sent to the Chemical Analyser to Government had not been returned up to the time of writing (although nearly five weeks had elapsed since the steamer's arrival) nor had an opinion on them been given, and that the goods were being delayed in the Docks paying extra fees and godown rent, indentors being unable to take delivery pending the result of the reference to the official above-mentioned.

The Committee are indebted to Mr. J. M. Campbell, the Collector, for the satisfactory explanation he has given

in connection with the above representations. The subject, he said, was already engaging his attention when the Chamber's first communication was placed before him; the matter having been brought to the notice of Government with the result that in July 1892 the strength of the Chemical Analyser's staff was increased. This increase had secured the necessary despatch and put an end to delays which had admittedly given ground for complaint, the reports from the Chemical Analyser being now furnished with commendable despatch. With reference to the special cases quoted, and which were referred to in the Committee's letter of 7th June 1892, it appeard that the Naphtha in question was kept afloat not for 8 or 10 days but for over 3 months, and that the cause of delay was the omission of the importers to take out the necessary license. The Naphtha case, therefore, had no connection with the question of delay in the Chemical Analyser's Office. In the second case referred to in the same letter, namely, the delay in testing medicines, the Collecter pointed out that if in this instance the consignees had conformed to the usual practice of giving a deposit, the consignment would have at once been passed. The case of Silicates (which formed the subject of the Chamber's second letter) was complained of as taking more than five weeks to decide. Except for four public holidays, the delay was occasioned partly by the unwillingness of the importer to produce the required number of samples, and partly by the fact that the samples first forwarded to the Chemical Analyser—which, to meet importer's wishes, were made as small as possible—were found insufficient. The actual time spent in taking the tests, which were complicated by the consignment including seven descriptions of paints, did not last over eight days—a period which, in the circumstances, seemed to the Collector

in no way excessive. It was further pointed out that of the seven paints tested two were found to contain dangerous petroleum, and had in consequence to be re-shipped by the importers.

The Committee, in communicating these particulars to the firm in question, stated that in all future cases of this kind it would materially assist the Committee if all the essential facts were placed before them when the intervention of the Chamber was solicited.—(*Appendix* P.)

CERTIFICATES OF ORIGIN FOR SHIPMENTS TO GERMANY.

The introduction last year of Certificates of Origin which the Consular Authority in Bombay is authorized to grant in connection with shipments to Germany, led to a representation being made to the Committee by a member of the Chamber, in August, regarding a shipment of 200 bags of Wheat to Antwerp per s.s. "Port Hunter," for which it had subsequently been found necessary to ask for a Certificate of Origin as in the case of goods despatched to Germany. The Imperial Consul for the German Empire, however,—to whom application had been made—refused to grant the certificate under instructions from the authorities in Europe, which laid down that no application for a Certificate of Origin could be entertained after the shipment to which it referred had left the country.

The Committee being of opinion that the matter was one which should be taken up by them on behalf of exporters generally, addressed the Imperial German Consul pointing out that shippers were not always in a position to know the ultimate destination of their produce before it left Bombay, and when it was necessary to tranship part of a cargo from a foreign country to Germany, shippers were some-

times compelled—as in the case of the shipment by the s.s. "Port Hunter"—to apply for Certificates of Origin after the vessel had sailed. A rigid adherence to the rule in such cases was manifestly vexatious and hampering to trade, and unreasonable in itself when conclusive proof of origin could be produced. The rule, the Committee added, was no doubt laid down in the belief that it would be impossible, or at least extremely troublesome, for the Consular authorities to verify proofs of the origin of produce after the vessels carrying it had left the ports of shipment. So far as Bombay was concerned the Committee believed there need be no difficulty in obtaining such verification, and in this connection they were of opinion that mates' receipts were as valid as Bills of Lading and as easily verified; when combined with a certified voucher from the Dock authorities, as in the case of the s.s. "Port Hunter," they were absolutely conclusive. The Committee accordingly suggested that reasonable rules as to what constituted proof of origin might be laid down by the Consular authorities to meet cases like the one in question, adding that the admirable organization of the Port Trust Docks should not be overlooked.

The Chamber's representation, the Committee are glad to mention, received prompt attention at the hands of the Imperial German Consul in Bombay; and while the Foreign Office at Berlin—to which the matter had been referred—could not see its way to granting a Certificate of Origin in the particular case brought to notice, the convenience of shippers would, in future, be met in cases where they were unable to apply in time for a proper Certificate of Origin. Instructions were accordingly issued authorizing the authorities in Bombay to legalize Certificates issued by the Dock authorities showing that the goods shipped were of Indian origin. At the same time it was pointed out

that such certificate did not necessarily carry the same weight with the Customs Officials in Germany as formal Certificates of Origin, which latter they were bound to accept as conclusive proof of origin.—(*Appendix* Q.)

CERTIFICATES OF ORIGIN FOR RUSSIA.

In August last one of the members of the Chamber called attention to the fact that he had received instructions from his home correspondents that all goods shipped for Russia required to have Certificates of Origin to enable them to be properly dealt with at their destination. As there was no representative of the Russian Government in Bombay, the firm suggested that the Chamber might possibly take some steps to assist in the legalization of such Certificates of Origin. Your Committee instituted careful enquiries respecting this matter, but neither at the Custom House nor through Government could they learn of any information of an official character having been received. They, however, noticed that in the July number of the Board of Trade Journal the regulations with respect to these certificates had been published, from which it appeared that the bill of lading would be sufficient proof of origin. This information was accordingly placed at the disposal of the firm who originally brought the matter to the notice of the Chamber.—(*Appendix* R.)

RAILWAY EXTENSION.

While the financial position of the country has been the subject of so much anxious thought, your Committee have not deemed it advisable to approach Government with respect to any further schemes of railway extension, more especially as the main trunk lines which the Chamber has from time to time advocated, have now practically been

completed. The issue of a special Resolution by the Government of India on 15th September last, however, calls attention again to the question of feeder lines; and looking to the position that the Chamber has taken up regarding this, it will probably be found necessary to address Government on the conditions which the resolution mentioned lays down. The criticism which has appeared in the public press both here and in England regarding these conditions, and the fact that promoters absolutely decline to come forward with new schemes, afford sufficient evidence that the terms the Government of India are prepared to accord are not such as to lead to English capital being invested in feeder lines of railway in this country.—(*Appendix* S.)

RICE TRAFFIC ON THE BENGAL-NAGPORE RAILWAY.

The Traffic Manager of the Bengal-Nagpore Railway addressed the Chamber in October on the subject of the rice traffic over his line, stating that there was an enormous cultivation of rice over the country through which the Bengal-Nagpore Railway runs, and that although there had been one of the finest crops of recent years last season, the railway's receipts showed a decrease over the corresponding half-year of 1892. He added that there was every prospect of another fine crop during the present season, and asked if the Chamber could supply any statistics regarding the consumption of rice, the prices ruling, the amount imported and exported and the destinations of the same, as the information would enable him to determine whether the railway could help the trade by altering rates of carriage to their mutual advantage. Unfortunately the information at the disposal of the Chamber did not permit of these questions being answered in full; but your Committee were able to supply the Traffic Manager with statistics showing the receipts of rice into Bombay by rail and sea, the quantities exported, with destinations, and the prices current in Bombay for the various descriptions of

rice used. The reason of the diminished demand for Nagpore rice seemed to be that a considerable importation of Burma rice had taken place, and as it was of a cleaner quality it found more favour with consumers than the Nagpore description.—(*Appendix* T.)

ESTABLISHMENT OF MARKETS AT STATIONS ON THE INDIAN MIDLAND RAILWAY.

The General Traffic Manager of the Indian Midland Railway having favoured the Chamber with information that the local Government officers had made arrangements for the establishment of markets close to the railway stations at Jhansi, Banda, Bina and Khorai, which would be free of all octroi charges and worked on the same plan as the Free Gunj created a year or two ago at Saugor, your Committee, in addition to acknowledging the receipt of the communication, sent copies of it to the daily papers so as to make the information as widely known as possible.—(*Appendix* U.)

DISCONTINUANCE OF THE PRACTICE OF DEFACING POSTAGE LABELS.

The Director-General of the Post Office of India addressed the Committee early in May handing them a memorandum drawn up by him with respect to the system which had been allowed to prevail in India of defacing postage labels on letters or other articles, before they had been posted, by writing across or marking upon them—a practice which at one time encouraged by the Post Office had since assumed an objectionable form by the introduction of rubber stamps, the use of which, in defacing labels, frequently obscured the marks by which a check against the employment of previously used labels was rendered exceedingly difficult and sometimes almost impossible. The Committee agreeing with the arguments of the Director-General, replied that they would gladly see the practice abolished, but that

they would recommend that perforation of stamps with the initials of firms or traders, in the mode generally adopted in England, be permitted, as by this means pilfering or the wrongful use of stamps would be guarded against.—(*Appendix* V.)

INTRODUCTION OF POSTAGE STAMPS OF HIGHER VALUE.

With reference to the representation addressed by the Chamber last year to the Director-General of the Post Office of India, suggesting the introduction of postage stamps of a higher value than one rupee—the highest denomination hitherto existing—the Committee are now glad to state that a reply has been received from the Director-General intimating that, after consultation with other Indian Chambers of Commerce on the subject, he has recommended to Government the introduction of postage stamps of the value of two, three and five rupees respectively, and that designs for the new stamps have been ordered from the Government printers in England.—(*Appendix* W.)

SYSTEM OF PAYMENT BY CASH DEPOSITS FOR TELEGRAMS.

The present system of payment in connection with Indian and Foreign telegrams having received the consideration of the Committee during the year, a representation was made to the Director-General of Telegraphs with the view of ascertaining whether an arrangement could be made by which firms would be enabled to pay for the cost of such messages at periodical intervals instead of, as now, having to tender cash, or stamps, for each message despatched. The Committee pointed out that in the case of firms who had to send off numerous telegrams daily, the disadvantages of the cash system were sufficiently obvious; that the system of tendering stamps in lieu of cash was undoubtedly a great improvement on the cash system, as it prevented the

grosser forms of fraud, there being less inducement to steal telegraph stamps than cash. On the other hand stamps were liable to get torn or defaced by accident, and in that condition might be refused by the Telegraph Department with the result of causing delay in the despatch of messages and actual loss to the holders of the stamps. The Committee accordingly suggested the adoption of a system of payment which would ensure security, simplicity and despatch, adding that it might be tried on a small experimental scale first, and, with that object in view, a considerable deposit, say Rs. 2,500, might be demanded, and if it was found to work well the amount of the deposit might be reduced; further that a convenient way of working it would be to adopt the pass-book system as used by the Banks, each firm being supplied with a pass-book in which the deposits would be entered and this book would be presented with each message; stamps would be affixed by the receiving clerk and a receipt given as at present, while the cost of the message would be entered in the pass-book, and when the deposit had run down the firm would have to bring it up to the standard amount. It was pointed out that some of the Telegraph Companies in England had the above plan in operation for a considerable period and that it had been found to work well. In conclusion, the Committee stated that if there were difficulties in the way of adopting the proposed system to Inland telegrams, they would respectfully suggest that it should be applied at any rate to foreign messages, as being the most expensive.

The Director-General of Telegraphs, after a careful consideration of the question, replied at length regretting his inability to adopt the Committee's suggestion, as, in his opinion, it would be unsuitable to the conditions of, and agency now employed in, the Telegraph Offices of India. The proposed system, he added, by introducing a new class of messages—messages which would have to be dealt

with differently by the receiving clerk from any now tendered—would lead to delays in booking, or, in other words, cause delays in messages reaching the instrument table for transmission. The system would also throw on the Telegraph Department a very large money responsibility in connection with the safe custody of numerous deposits throughout India, while the amount of account keeping that would be entailed on the department would necessitate the employment of an extra establishment. In the one instance he had been able to trace, in the past, of a deposit account being kept for a Secretariat, the system, he stated, was abruptly brought to an end by the deposit being embezzled by the cashier.

The Committee of the Chamber, having carefully considered the Director-General's communication, were not disposed to accept his reply as final; but before approaching him again in the matter thought it advisable to solicit the views of the other Indian Chambers on the subject. As the replies received, however, do not show that the proposal would receive general support, the Committee have decided not to go further with it at present.—(*Appendix* X.)

COTTON.

The Chamber has not had occasion during the year to discuss cotton in any way. The new Cotton Exchange in Colaba is admirably fulfilling the object for which it was erected; and as showing the way it is supported by the trade the Company has been able to declare a dividend of 5 per cent. for the past year's working. In accordance with the practice of previous years, the following statements showing the receipts into and exports of cotton from Bombay are embodied in the report for convenience of reference. As compared with the preceding season, the receipts show an increase of 36,029 bales, but, as against the season of 1890-91, are 282,447 bales short. The features of the

last crop were the large decrease in Oomra descriptions, namely, Berar, Khandeish and Barsi, made up by a considerable increase in Dhollera and a marked increase in Comptas and Dharwar, of which the supplies have been larger than in any season since 1886-87 :—

(*Receipts of Cotton in Growths into Bombay during the Seasons* 1890-91, 1891-92 *and* 1892-93.)

Growths.	Season 1890-91.	Season 1891-92.	Season 1892-93.	Percentage Increase or Decrease in 1892-93 as compared with 1891-92.
	F.P. Bales.	F.P. Bales.	F. P. Bales.	
Dhollera	359,428	411,840	503,517	+ 22·26
Broach	181,442	210,278	191,297	— 9·02
Bengals	323,950	154,305	192,711	+ 24·89
Berar	394,178	324,872	256,463	— 21·05
Khandeish	405,059	343,906	244,397	— 28·94
Barsi and Nugger ...	155,520	174,318	91,379	— 47·58
Hingunghat	21,824	2,327	7,579	+ 225·69
Compta and Dharwar* .	146,281	57,672	182,107	+ 215·76
Madras and Westerns* .	16,261	13,360	44,527	+ 233·28
Sind...	33,008	15,513	31,697	+ 104·32
Persian	16,086	19,400	18,910	— 2·52
Other Sorts	2,482	9,192	8,488	— 7·65
Total...	2,055,519	1,737,043	1,773,072	+ 2·07 Net Increase

* For 10 months only.

The receipts of new cotton up to the end of the year are slightly in excess of the same period in 1892. The crop to begin with promised remarkably well in nearly all districts, but unseasonable rains towards the end of the yearare likely to affect the ultimate outturn :—

(*Receipts of New Crop Cotton into Bombay from the commencement of the Season to* 31*st December* 1893, *compared with* 1892 *and* 1891).

Growths.	1893.	1892.	1891.
	F. P. Bales.	F. P. Bales.	F. P. Bales.
Bengals	56,601	41,870	7,301
Berar...	52,750	47,457	16,621
Khandeish	52,942	68,491	28,278
Hingunghat	1,122	5,008	274
Total ...	163,415	162,826	52,474

The actual exports from Bombay to Europe again show a decline, the shipments in 1893 being 96,472 bales or 10·10 per cent. less than in 1892 :—

(Exports from Bombay to Europe.)

Names of Ports.	1893.			1892.			Increase or Decrease.		Percentages.
	6 months ending 30th June.	6 months ending 31st Dec.	Total for 12 months.	6 months ending 30th June	6 months ending 31st Dec.	Total for 12 months			
	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales	F. P. Bales.	F. P. Bales.		
Liverpool	82,561	11,664	44,225	60,470	6,442	66,912	22,687	+	33·90
London	251	840	1,091	632	59	691	400	+	57·88
Hull	1,100		1,100	1,900		1,900	800	−	42·10
Marseilles	4,290	3,550	7,780	5,910	630	6,540	1,24	+	13·96
Havre	54,461	6,246	60,707	57,254	5,877	63,111	3,240	+	5·50
Dunkirk	30,940	6,006	37,846	33,667	4,670	38,327	43	+	1·25
Antwerp	116,776	35,506	152,282	93,877	29,628	123,505	23,7	+	18·50
Ghent	795	1,400	2,195	15,005	100	15,105	12,97	+	85·46
Bremen	7,730	825	8,545	5,120	710	5,830	2,715	+	46·56
Hamburg	159,693	25,903	185,596	153,792	20,628	174,420	11,166	+	6·40
Barcelona	12,000	1,732	13,732	13,900	1,700	15,600	1,868	−	11·69
Genoa	68,879	21,999	90,878	90,005	14,920	104,925	14,047	−	13·38
Naples	6,700	2,850	9,550	10,500	4,249	14,749	5,199	−	35·25
Venice	38,795	20,340	59,135	42,765	16,782	59,547	412	−	·69
Leghorn				1,000		1,000	1,000	−	
Brindisi					1	1	1	−	
Trieste	117,165	29,946	147,101	147,377	22,016	169,393	22,292	+	15·15
Piræus	860		860	280		280	580	+	193·10
Odessa	25,822	6,916	32,808	49,085	6,490	55,585	22,777	−	40·97
Gottenburg	1,750	250	2,000	1,400		1,400	600	+	42·85
Malmo				300		300	300	−	
Stockholm	300		300		100	100	100	+	300
Christiania									
Port Said				12		12	12	−	100
Total	680,996	176,878	857,771	819,241	135,002	954,243	96,472 Net decrease	−	10·10

(Shipments of Cotton from Bombay to China and Japan during the years 1889 *to* 1893.*)*

	1893.	1892.	1891.	1890.	1889.
	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.
To Japan.....	102,868	103,144	88,249	19,242	5,867
„ China.....	1,627	18,056	23,940	16,006	10,550
Total ...	104,495	121,200	112,189	35,248	16,417

It will be perceived that Hamburg more than maintains the first place which it took last year, but Antwerp has again improved its position and is a good second, Trieste being third, while Liverpool is now relegated to the seventh place on the list.

NEW COTTON RETURN.

The Chamber has been favoured through the Government of Bombay with a comparative statement showing the progress of cotton cultivation in the several provinces of British India and Native States from the year ending 30th June 1882 up to 30th June 1891. The return would be most valuable if only issued with more promptitude ; but figures up to the end of June 1891 are of little interest to the trade when only published in July 1893.

WHEAT.

Owing to the heavy rainfall in February and March of 1892, the outturn of the past season's crop was particularly good, as although in round figures the acreage sown was about a quarter of a million acres under the normal, the yield was estimated at 149,000 tons in excess. The estimates for the past nine years are as follows :—

Year.	*Acres.*	*Outturn in tons.*
1884-85	... 27,829,000	8,013,000
1885-86	... 27,393,000	7,739,000
1886-87	... 26,735,000	6,391,000
1887-88	... 26,855,000	7,149,000
1888-89	... 25,912,000	6,362,000
1889-90	... 24,773,000	6,123,000
1890-91	... 26,576,000	6,876,000
1891-92	... 24,482,000	5,535,000
1892-93 ... ,,	... 26,238,000	7,149,000

The figures, for each province, in detail, are as follows:—

Provinces.	Normal area. Average of preceding years.	Area 1891-92.	Area 1892-93.	Normal outturn Average of preceding years.	Outturn 1891-92.	Outturn 1892-93.
	Acres.	Acres.	Acres.	Tons.	Tons.	Tons.
Punjab	(a)6,505,000	6,224,000	7,123,000	1,741,000	1,420,000	2,236,000
North-Western Provinces & Oudh.	(a)4,901,000	4,692,000	4,641,000	1,626,000	1,579,000	1,844,000
Central Provinces.....	(b)4,077,000	3,904,000	4,337,000	891,000	760,000	814,000
Bombay.....	(a)2,516,000	2,176,000	2,413,000	665,000	426,000	639,000
Sind	(a) 475,000	483,000	597,000	161,000	117,000	203,000
Berar	(c) 906,000	888,000	985,000	107,000	78,000	120,000
Bengal	1,728,000	1,300,000	1,421,000	*350,000	250,000	433,000
Rajputana ..	1,562,000	1,471,000	1,604,000	415,000	362,000	433,000
Rest of India*	3,891,000	3,344,000	3,117,000	544,000	543,000	427,000
Total...	26,561,000	24,482,000	26,238,000	6,500,000	5,535,000	7,149,000

(a) 7 years ; (b) 6 years ; (c) 5 years. *Approximate.

A marked increase in the area sown is exhibited in the Punjaub and the Central Provinces, most of the other districts showing but a slight difference from the normal acreage. The large yield, however, has been chiefly made up by the excellent outturn in the Punjaub and the North-West Provinces. In the Central Provinces, notwithstanding an increase in acreage, the exceptional wetness of the season seriously interfered with the productive power of the plant as also with harvest operations :—

(Exports of wheat to Europe from Bombay, Calcutta and Karachi.)

From	1893.	1892.	1891.
	Cwts.	Cwts.	Cwts.
Bombay	5,043,690	9,374,762	13,310,857
Calcutta	1,078,900	3,577,241	4,385,832
Karachi	4,765,788	5,361,693	10,252,644
Total ...	10,888,378	18,313,696	27,949,333

The most noticeable feature of the past year has been the exceedingly small exports in comparision to the outturn. This, no doubt, is mainly accounted for by the low prices ruling in Europe and the consequent indifference to selling shown by holders up-country. Still something also is due to the very inferior quality of the crop in the Central Provinces, which prevented dealers bringing the wheat forward to Bombay. There must consequently be very large supplies still held in these districts.

STANDARD SAMPLES OF WHEAT AND SEEDS SHIPPED TO EUROPE.

In May last, a firm engaged in the wheat and seed trade of Antwerp addressed the Chamber suggesting that standard samples of wheat and seeds exported from Bombay to Europe should be prepared by a Committee appointed by the Bombay Chamber of Commerce and forwarded to the London Associations, duplicates being retained for the information of the trade in Bombay. Your Committee, however, did not see any benefit to be derived by the suggestion, and replied therefore to the applicants saying that as the existing arrangements regarding average samples and arbitrations in London seemed to work very satisfactorily, they were not prepared to suggest any change.—(*Appendix* Y.)

PUBLICATION OF PICTORIAL LESSON SHEETS DESCRIBING THE MOST PROMINENT AGRICULTURAL INSECT PESTS IN INDIA.

Under cover of a letter from the Bombay Government, the Chamber was favoured with a copy of a memorandum to local Governments and Administrations by the Secretary to the Government of India in the Revenue and Agricultural Department, referring to pictorial lesson sheets describing the most prominent agricultural insect pests

of India, two specimen sheets containing a description of the locust and wheat weevil being appended for information, and the Chamber was asked if they were prepared to purchase copies of these sheets. In acknowledging the receipt of this communication, the Committee stated that while they considered the idea of publishing such sheets a good one, and the execution and style of the compilation reflected great credit on the issuing department, they thought them more suitable for educational purposes than for an institution like the Chamber, and the Committee did not therefore ask to be supplied with any copies.—(*Appendix* Z.)

A FAIR DAY'S DISCHARGE FOR VESSELS BRINGING KEROSINE OIL TO BOMBAY.

A dispute having arisen between the Agents of a steamer and an importer, as to a fair rate of discharge per diem for kerosine oil cargo, the former addressed the Chamber in November pointing out that the rate of discharge for steamers fixed by the Committee in 1888, namely, 6,000 cases per diem, was out of all proportion to the size of steamers now carrying such cargo to this Port, and suggesting that the minimum rate of discharge be increased to 8,000 cases per day for vessels of and over 1,800 tons, net register, and to 10,000 cases for those of and over 2,200 tons, net register.

The Committee having given the matter careful consideration, came to the conclusion that their previous ruling or the subject should remain unaltered, especially as shipowners had the remedy in their own hands by fixing, by Charter-Party or Bill of Lading, the rate of discharge which they were willing to accept; and this decision was communicated to the parties concerned.—(*Appendix* **AA.**)

THE TONNAGE SCALE.

On the 13th June last, in compliance with a request addressed to the Chamber, the article "Sugar in bags" was re-tested by the Committee, in the godowns of Messrs. Ralli Brothers, under the supervision of Messrs. Hill, Son and Grenan, the firm of stevedores who now undertake the work regularly for the Chamber with the view to the same mode of stowage being always observed. The result arrived at was submitted at the general meeting of members held on 26th July 1893, when the scale for Sugar (in double bags) was altered from 16 cwt. to 19 cwt. per ton for steamers.

"Flour Middlings or Sharps," in bags, was also tested for tonnage in the same way on 4th July, and at the general meeting referred to, the scale for this article was fixed at 12 cwt. per ton for steamers.

On 1st November Messrs. Killick, Nixon & Co. addressed the Chamber on behalf of Messrs. W. & R. Thomson, owners of the s.s. "Hajeen," with the view of ascertaining whether the Committee would be agreeable to supervise the loading of this steamer in Bombay with a cargo of Linseed for Amsterdam, for the purpose of testing the accuracy of the tonnage scale fixed by the Chamber for the article. In reply to this enquiry, Messrs. Killick, Nixon & Co. were informed that the matter was one in which the Chamber could not give any assistance, the opinion of the Committee being that the necessity, or otherwise, of revising the tonnage scale of the article mentioned, was a question which affected the trade generally and not an individual shipper.—(*Appendix* BB.)

OPINIONS AND DECISIONS OF THE COMMITTEE ON SHIPPING AND OTHER MATTERS.

Subjoined are the opinions and decisions which have been given by the Committee on the more important cases referred to the Chamber during the year under review :—

A fair day's work for a steamer discharging general cargo in Dock.—Under date of 2nd May, Messrs. Killick,

Nixon & Co. solicited an expression of the Committee's opinion as to what constituted a fair day's work for a steamer discharging general cargo in the Dock in Bombay. The Committee in their reply stated that, owing to the great variety in the appliances which steamers had for discharging, and the various descriptions of goods which would come under the head of general cargo, they did not consider any definite quantity could be laid down as constituting a fair day's discharge.

Rate of payment for landing of cargo.—On 30th June the Agent of the B. B. & C. I. and R. M. Railways addressed the Committee enquiring as to what they would consider a reasonable rate to pay for the landing of cargo—such as coals—when the discharge required was 400, 500 and 600 tons per day respectively. In the opinion given it was stated that Re. 1 per ton would be a full price to pay for the landing of coal all the year round. Possibly if the work were restricted to the monsoon months only, Rs. 2 per ton might have to be paid; but it was immaterial whether the rate of discharge was 400 or 600 tons per diem, as the expense was practically the same.

Working days in Docks owing to riots.—Replying to an enquiry from Messrs. Turner, Morrison & Co., under date of 15th August, as to whether Saturday and Monday, 12th and 14th August, should be counted as working days or the reverse in Docks, owing to riots, the Committee intimated that without knowing the special facts of the case, they were not in a position to express an opinion on the point submitted. At the same time their enquiries showed that steamers worked in the Prince's and Victoria Docks for half a day on Saturday and all day on Monday, but that no cargo came in from town on either day.

Rules regulating the sale of imports in Bombay.—The Secretary of the Rangoon Chamber of Commerce solicited information on this subject in a letter addressed to the Chamber on 22nd September. In the reply given the Committee referred the Rangoon Chamber to a similar communication received from them in January 1892, on which occasion they were informed that all goods were sold on the basis of cash on or before delivery, but that the subsidiary conditions as to time allowed for taking delivery, &c., were matters of special agreement between sellers and buyers and too various to admit of definite rules. The Committee also intimated, in reference to the present enquiry, that in business, such as that mentioned by the Rangoon Chamber, there was no uniform contract, each importing firm having its own terms, and credit was given to a limited extent.

Shipment of Nagpore Oranges to Europe.—Mr. Gopal Hurry, of Nagpore, having solicited the assistance of the Chamber as to the best means of shipping Nagpore oranges to Europe for sale there, the Committee stated that, in their opinion, to push any trade of this nature it would be necessary for the writer to visit Bombay personally and go into the matter with steam-ship owners and others on the spot, as little was likely to be managed by mere correspondence. There were difficulties in the way of providing cool stowage arrangements by steamers homeward bound, especially in the months of March, April and May; but these, possibly, might be overcome if a regular trade of importance could be guaranteed.

Weather Working days in the Docks.—As on previous occasions the Committee, during the monsoon months, on being referred to, gave the following decisions

regarding weather working days or the reverse for steamers in the Prince's and Victoria Docks :—

29th	May	Working day.
17th	June	ditto.
19th	„	Non-working day
20th	„	ditto.
21st	„	Working day.
22nd	„	Half working day.
3rd	July	Working day.
5th	„	Half working day.
6th	„	Non-working day.
7th	„	Working day.
31st	„	ditto.
1st	August	ditto.
2nd	„	ditto.
3rd	„	ditto.
4th	„	ditto.
5th	„	ditto.
7th	„	ditto.
8th	„	ditto.
9th	„	ditto.

REPRESENTATION OF THE CHAMBER ON THE LEGISLATIVE COUNCIL OF THE GOVERNMENT OF BOMBAY.

Under a notification of the Government of Bombay, dated 30th March 1893, the rules for giving effect to the regulations made by the Governor-General in Council, under section 1 (4) of the Indian Councils' Act, 1892, for Bombay, were published for general information, and a copy of the same fowarded to the Chamber under cover from his Excellency the Governor, inviting the Chamber to decide what the system should be under which the selection of a person for submission to him as an Additional Member of Council should be made. In accordance therewith, the Committee formulated a set of rules for the

election of a representative of the Chamber to be proposed to His Excellency the Governor in Council for nomination as an Additional Member of the Council of the Governor of Bombay, and these rules were duly passed at the general meeting of the Chamber held on the 10th May 1893. On the 31st of the same month the first balloting for the election of a representative under these rules took place, with the result that the Chairman of the Chamber, Mr. W. R. Macdonell, was elected, and on being submitted was duly appointed by His Excellency.—(*Appendix* CC.)

GARBLING AND CLEANING OF GRAIN ON THE PORT TRUST ESTATE.

The Municipal Commissioner in May last addressed the Chamber handing a copy of a communication he had made to the Port Trust on the subject of the nuisance alleged to be caused by the garbling and cleaning of grain on the Port Trust Estate, and asking to be favoured with any observations which the Chamber might wish to make on the subject. Before replying to this, your Committee deemed it advisable to ascertain the position which the Port Trust took up in the matter, the opinion of the Chamber being, to a certain extent, pledged by its representatives on the Trust. Afterwards the Committee replied to the Commissioner that they understood the Port Trustees had taken steps to lessen the escape of dust from the places where grain was cleaned in the open, and the Committee thought that if, in addition to this, the side streets, as well as the main roads in the neighbourhood, were regularly watered, the dust which had been complained of would be greatly minimized and probably would not exceed that prevailing in other parts of the city. With reference to the representation from owners and tenants of property—copy of which was forwarded with the Municipal Commissioner's letter—the

Committee stated that they did not consider it practicable to stop the cleaning of grain in the godowns without seriously interfering with the trade which, in the matter of bulk, was the largest export trade of the port, and further, that the suggestion made by the memorialists that all wheat and seeds should be cleaned up-country was simply impracticable.—(*Appendix* DD.)

INCREASED FACILITIES FOR THE LANDING OF COAL IN BOMBAY.

The facilities for landing coal have frequently occupied the attention of the Chamber, and your Committee are therefore much pleased to be able to report that the Port Trustees have been able, after a careful consideration of the entire question, to formulate a scheme calculated to meet the requirements of the trade. This scheme the representatives of the Chamber on the Trust, as also your Committee, fully approve of, and they have communicated this approval to the Port Trustees with an expression of their opinion that the adoption of the scheme should not entail any addition to the landing charges at present made on coal. The additional storage facilities are to be obtained by the reclamation of the timber pond in front of the Saw Mills property, and it is estimated that an expenditure of one-and-a-half to two lakhs of rupees will admit of an additional storage space equivalent to accommodation for 68,000 tons of coal.—(*Appendix* EE.)

IMPROVED CONVENIENCES FOR THE EMBARKATION AND DISEMBARKATION OF PASSENGERS IN BOMBAY HARBOUR.

In the annual report for 1892 the Committee of the Chamber were able to announce that the representations which they had made from time to time as to the desirabil-

ity of improving the landing facilities in Bombay Harbour had borne fruit in the scheme adopted by the Port Trustees for the construction of a special pier at Ballard Road. This scheme has received the sanction of Government, and the Trustees have lost no time in taking the work in hand. The contract for the erection of the Pier was signed on 5th September 1893, and it is stipulated that the entire work shall be completed within one year and nine months from that date.—(*Appendix* FF.)

QUARANTINE.

The trade of Bombay has fortunately escaped through another year without any quarantine having been imposed against the port. In June last a notification was published by the Bombay Government giving the rules for quarantine against cholera to be observed in the ports of Aden, Perim, and the Somali Coast; and this notification, for convenience of reference, is reproduced in (*Appendix* GG.)

IMPORTS OF TREASURE INTO BOMBAY.

It having occurred to the Committee in September last, that it would much assist members of the Chamber if the imports of treasure into Bombay were given in the Chamber's statistical returns in greater detail, steps were at once taken to furnish the additional particulars; and the returns now give the following details in regard to the description of the metals imported from foreign countries:—

Gold.—Bullion.

Coin:—Sovereigns and half-Sovereigns; other Coin.

Silver—Bullion.

Coin:—Dollars; Government of India Rupees; other Coin.

METEOROLOGICAL REPORTS.

The daily weather report and chart issued by the Meteorological Reporter for Western India—a moiety of the expense of publishing which is contributed from the funds of the Chamber—has been regularly supplied to members throughout the year, and continues to prove of great benefit. The Government of India have, in addition, originated a system of publishing weather charts of the Indian monsoon area giving observations recorded on board-ships in the Indian Seas, as also of those recorded at certain stations not given in the Indian Daily Weather Report. A copy of these charts is furnished to the Chamber by Government and a file of them is available for reference by members.—(*Appendix* HH.)

CROP REPORTS AND FORECASTS.

As the result of correspondence originating from the Chamber during the previous year with the Secretary to the Government of India in the Revenue and Agricultural Department, a notice was issued by that Department in February of this year calling attention to the desirability of certain changes in the mode of compiling crop returns, and laying down, in an accompanying memorandum, the exact system on which crop estimates should be worked out. In a general way the alterations were on the lines suggested by the Chamber, and therefore met with the approval of your Committee; but in replying they took the opportunity of urging upon the Land Records and Agricultural Department the desirability of maintaining the statement B previously issued with the final Bombay cotton forecast, and also the importance of securing information from Rajputana, Central India, and Hyderabad as to the progress of crops in these States. The Director of Land Records and Agriculture, Bombay, has met the objection taken by the Chamber by undertaking to continue the supply

of the form B, in the final cotton estimates, and the Government of India, in replying to the Chamber's criticisms, have expressed their willingness to obtain, as far as possible, annual statements of cotton cultivation in the Native States of Rajputana and Central India. The return, as now prepared in the amended form, is a great improvement on former years, and enables merchants and others to form a much better conception of crop prospects and outturn than formerly.—(*Appendix* II.)

MERCANTILE AND TRADE MUSEUMS.

In April last the Government of Bombay addressed the Chamber asking to be favoured with its opinion as to the expediency and practicability of the formation of a mercantile and trade museum in Bombay on the model of those in Germany, and enclosing at the same time, for information, memoranda on a proposal to locate this museum in the building of the Victoria and Albert Museum situated at the Victoria Gardens. The scheme proposed that the museum, its working and organisation should be placed under the charge of Dr. MacDonald, whose establishment was to be increased by an extra charge of Rs. 2,400 per annum for the purpose of enabling an experimental trial to be made. After a careful discussion of the scheme, your Committee came to the conclusion that they adhered to the opinion expressed in previous years regarding mercantile and trade museums, and that on the scale suggested and located in an out of the way situation like the Victoria and Albert Museum, the scheme would have none of the elements of success, and would not be likely to prove of any practical value to the mercantile community. In reply to a further reference from the Bombay Government, the Committee added that the question of erecting a trade museum in Bombay had not sufficient interest for the members of the Chamber to induce them

to comply with the proposal of Government to formulate a scheme on the subject. The members of this Chamber have throughout adhered to the opinion that while trade and mercantile museums may be of some interest and service to strangers visiting the place, they confer no practical benefit on merchants, who are of necessity much more thoroughly posted up respecting the articles in which they operate than they could be by the information available in museums.—(*Appendix* JJ.)

SECOND CONGRESS OF THE CHAMBERS OF COMMERCE OF THE EMPIRE, 1892.

As mentioned in the report of the Chamber for the previous year, delegates were appointed to attend this Congress, and the various resolutions receiving the support of this Chamber were duly passed. The Committee have now been favoured with the report of the proceedings and resolutions of the Congress which, for general information, is published in *Appendix* KK.

ELECTION OF TRUSTEES OF THE PORT OF BOMBAY.

In accordance with the Chamber's rules for the election of Port Trustees, the Committee appointed the 9th and 10 March for the purpose of balloting for two Elective Trustees of the Port of Bombay in place of the Hon'ble Mr. A. F. Beaufort and Mr. L. R. W. Forrest, whose term of office, under the Port Trust Act, expired on 31st March 1893; also for a Trustee to act during the absence of Mr. R. S. Campbell who had proceeded to Europe for a period of six months. The voting which took place on the days mentioned resulted in the re-election of the Hon'ble Mr. Beaufort and Mr. Forrest, while Mr. M. C. Turner was elected to act in Mr. Campbell's place. Mr. Campbell

subsequently applied for an extension of leave for six months terminating on 24th February 1894, and this was granted by the Trustees. The Hon'ble Mr. Beaufort obtained six months leave from Trustees' meetings with effect from 6th May, and the balloting which took place on 18th and 19th idem for a gentleman to act in his place resulted in the appointment of Mr. W. R. Macdonell. Mr. H. W. Uloth—who was elected a Trustee in March 1892 for a period of two years—also proceeded to England in September on four months' leave, and Mr. J. L. Symons was elected to act during his absence.

THE IMPERIAL INSTITUTE.

Many enquiries having been received by the Government of India on the subject, a lengthy resolution was issued by the Revenue and Agricultural Department in October last, in explanation of the constitution and objects of the Imperial Institute in London, and this resolution is now re-published in the appendix for the information of members of the Chamber.—(*Appendix* LL.)

EXHIBITIONS.

Through the courtesy of the Government of Bombay, the Chamber was favoured with copies of prospectuses relative to International Exhibitions to be held in Hobart Town, Tasmania, in 1894-95, and in Antwerp in 1894. In reference to the latter, an enquiry was made by the Officiating Reporter on Economic Products to the Government of India, as to whether, in the opinion of the Committee, a collection of samples of Indian wheat would be suitable for exhibition purposes. To this the Committee replied that it would be a waste of energy to get such samples together, as those engaged in the trade at Antwerp were perfectly familiar with all Indian Wheats; and

concurring in this view, Government have decided not to exhibit the samples in question. A small honorary Committee has, however, been appointed in Bombay, by direction of the Government of India, in connection with receiving and forwarding exhibits to Antwerp. The duty of this Committee will be simply to advise and control, while the necessary work will be done by the Belgian Consular Agents at Calcutta, Bombay, Madras, Kurrachee and Rangoon.

ROYAL COMMISSION ON OPIUM.

Your Committee have not deemed it necessary to take any active steps in connection with the Opium Commission now taking evidence in the country, beyond complying with a request made by Government that the Chairman of the Chamber should give evidence before the Commission in Bombay.—(*Appendix* MM.)

HOLIDAYS FOR THE YEAR 1894.

As in former years, the Committee appointed by the Bombay Government to consider what days in the year 1894 should be recognised as holidays under Section 25 of the Negotiable Instruments Act, XXVI. of 1881, met in the rooms of the Chamber on 29th November last, and the list prepared by them was subsequently submitted to Government in the usual way. In accordance with the Notification of the Government of India, No. $\frac{14}{734}$ of 25th May 1893, no date was mentioned by the Committee in connec-

tion with Her Majesty's Birthday, but in the list submitted a note was made to the effect that the day which may be fixed for its observance by the Governor-General in Council will be a public holiday. Government have accordingly approved of the holidays recommended by the Committee, and the days fixed have been communicated by circular to the members of the Chamber and the public generally.

The Committee of the Chamber have, also, as on former occasions, fixed the holidays to be observed under Charter Parties during the year 1894, and a list of these has been printed and published in the usual way.—(*Appendix* **NN**.)

INTERNATIONAL BULLETIN OF CUSTOMS REGULATIONS.

Attention was called in the last report to an International Bureau having been established in Brussels for the purpose of publishing in serial form the Customs Tariffs and regulations of the countries associated with it. The Bureau commenced its work from April 1891, and the publications issued therefrom are being supplied regularly to the Chamber. But for the information of those who may wish to subscribe independently, the Government of India have intimated that the subscription to the Bulletins—which are obtainable from the Superintendent, Government of India Printing, 8, Hastings Street, Calcutta—has been reduced from Rs. 15 to Rs. 6 per annum, postage included, with effect from 1st April 1893.

ELECTION OF NEW MEMBERS.

The following new members having been duly ballotted for were elected during the year :—

The Bombay Dyeing and Manufacturing Co., Limited, proposed by Messrs. Ritchie, Steuart and Co., and seconded by Messrs. D. M. Petit Sons and Co., ; on 26th July 1893.

Messrs. J. Duxbury and Co., Limited, proposed by Messrs. Thomas G. Hill and Co., and seconded by the Manager of the National Bank of India, Limited ; on 20th December 1893.

MEREWETHER DRY DOCK.

The following reductions have been made in the docking rates for vessels of 3,000 tons and over, with effect from 1st November 1893, the other rates and conditions remaining unaltered ;—

Vessels of	3,000	tons gross	or over	from	6¼	as.	to	6	as.	per ton.
„	„ 3,500	„	or over	„	6⅜	„	„	5½	„	„ „
„	„ 4,000	„	„	„	6½	„	„	5	„	„ „

—(*Appendix* OO.)

BOMBAY PORT TRUST BUDGET ESTIMATES.

For convenience of reference a summary of the Port Trust estimates for 1892-93 is reproduced in the Appendix. The estimated revenue for the year is put at Rs. 47,11,110 as compared with Rs. 47,84,190 for the previous year, and the expenditure is shown at Rs. 46,95,885 as against Rs. 47,50,370 for 1891-92. The views of the Chamber having been represented in the preparation of these estimates through their representatives on the Trust, the Committee have had no criticisms to offer, the margin between revenue and expenditure being still too moderate to permit of any suggestions for further reductions. (*Appendix* PP.)

JOINT STOCK COMPANIES.

A list of the Companies which have been registered during the year 1893, is given below :—

NAMES.	Nominal amount of Capital.
	Rs.
Ahmedabad Dyeing and Manufacturing Company, Limited	20,000
Ahmedabad Metal Factory Company, Limited	50,000
Ahmedabad Tramway Company, Limited	2,00,000
Ahmedabad Vayapur Ootayajak Spinning and Manufacturing Company, Limited	5,00,000
Amnugger Cotton Ginning Company, Limited	35,000
Aryodaya Ginning and Manufacturing Company, Limited	50,000
Bagalkote Ginning and Pressing Company, Limited	15,000
Barla Vayapur Oottayajak Ginning Co., Limited	35,000
Bhungkoda Ginning and Manufacturing Company, Limited	40,000
Bombay Cotton Exchange Company, Limited	25,000
Cotton Ginning and Manufacturing Company, Limited	40,000
Guzerat Mercantile Association, Limited	1,00,000
Guzerat Navigation Company, Limited	3,00,000
Hitachu Spinning and Manufacturing Company, Limited	3,00,000
Kurrachee Steam Lighterage Company, Limited	30,600
Limdi Ginning and Manufacturing Company, Limited	40,000
Madhowjee Dhurumsey Manufacturing Company, Limited	12,00,000
Mhuwa Manufacturing Company, Limited	1,00,000
Nurbudda Press Company, Limited	1,00,000
Oomyajee Ginning and Manufacturing Company, Limited	40,000
Pattan Ginning, Spinning, and Manufacturing Company, Limited	2,00,000
Poona Mercantile Bank Company, Limited	1,00,000
Rajanugger Trading Company, Limited	1,00,000
Rampura Ginning and Manufacturing Company, Limited.	25,000
Silk and Cotton Thread Manufacturing Company, Limited	15,000
Sirdar's Carbolic Acid Invention Syndicate Company, Limited	1,00,000
Whittle Spinning and Manufacturing Company, Limited	8,00,000

ARBITRATIONS SUBMITTED TO THE CHAMBER.

The Rules passed by the Committee in 1885 in connection with piece-goods arbitrations continue to give satisfaction. During the year under review 31 cases were decided by the Chamber as compared with 47 in the preceding twelve months.

STATISTICAL STATEMENTS.

A list of the quotations of exchange, freight, prices of principal articles of import and export, together with statements showing the quantity and value of the principal articles of merchandize exported from and imported into Bombay and all India during the year 1893, will be found in *Appendix* QQ.

RETURNS OF RAINFALL.

These returns showing the weekly rainfall at the stations on the lines have been regularly supplied to the Chamber by the G. I. P. and B. B. and C. I. Railway Companies during the past season. The thanks of the Chamber are due to the Agents of the Railway Companies for so courteously complying with the wishes of the Chamber in this respect.

STATEMENT showing the total Measurement of Bales and Miscellaneous Packages, with Receipts, Expenditure, &c.

Year ending	No. of Bales and packages Measured.	Receipts.	Expenditure.	Surplus Receipts.	Excess of Expenditure.
From 18th May 1870 to 30th November 1872	Not recorded.	Rs. 52,215	Rs. 36,315	Rs. 15,900	Rs. ...
From 1st December 1872 to 30th November 1873	1,086,577	16,995	15,291	1,704	...
Year ending 30th November 1874	1,402,379	21,707	18,986	2,721	...
Do. 30th Nov. 1875	1,474,470	23,039	22,009	1,030	...
Do. 30th Nov. 1876	1,240,034	19,375	22,355	...	2,980
Do. 30th Nov. 1877	1,101,318	18,324	21,561	...	3,237
Do. 30th Nov. 1878	1,040,961	20,837	23,287	...	2,450
Do. 30th Nov. 1879	887,100	28,808	20,140	8,668	...
Do. 30th Nov. 1880	1,163,545	33,219	20,084	13,135	...
Do. 30th Nov. 1881	1,313,592	25,177	24,029	1,147	...
Do. 30th Nov. 1882	1,892,796	33,225	24,757	8,468	...
Do. 30th Nov. 1883	1,852,047	33,792	25,605	8,186	...
Do. 30th Nov. 1884	1,814,986	33,404	22,604	10,800	...
Do. 31st Dec. 1885	1,402,845	29,482	24,385	5,097	...
Do. 31st Dec. 1886	1,748,856	32,893	21,582	11,310	...
Do. 31st Dec. 1887	1,845,446	35,933	20,017	15,916	...
Do. 31st Dec. 1888	1,659,273	36,371	21,057	15,314	...
Do. 31st Dec. 1889	2,156,604	43,042	21,648	21,394	...
Do. 31st Dec. 1890	2,330,935	45,872	23,171	22,701	...
Do. 31st Dec. 1891	2,012,900	39,533	23,402	16,131	...
Do. 31st Dec. 1892	1,946,389	38,017	24,495	13,522	...
Do. 31st Dec. 1893	1,691,755	32,517	24,273	8,244	...

STATEMENT showing the number of Miscellaneous Packages only, with Receipts therefrom Measured during the last sixteen years.

Period.	Number of Packages.	Receipts.
		Rs. a. p.
1st Dec. 1877 to 30th Nov. 1878	89,327	2,791 7 6
1st „ 1878 to „ 1879	155,886	7,980 2 0
1st „ 1879 to „ 1880	165,182	10,317 10 0
1st „ 1880 to „ 1881	108,271	6,766 15 0
1st „ 1881 to „ 1882	100,106	6,256 10 0
1st „ 1882 to „ 1883	115,909	7,244 5 0
1st „ 1883 to „ 1884	117,665	7,354 1 0
1st „ 1884 to 31st Dec. 1885	169,320	11,207 8 0
1st Jan. to „ 1886	159,697	9,981 1 0
1st „ to „ 1887	189,273	11,829 9 0
1st „ to „ 1888	253,918	15,869 14 0
1st „ to „ 1889	235,276	14,704 12 0
1st „ to „ 1890	241,302	15,081 6 0
1st „ to „ 1891	227,583	14,223 15 0
1st „ to „ 1892	194,547	12,159 3 0
1st „ to „ 1893	166,024	10,376 8 0

Your Committee have now only to tender their thanks to the members of the Chamber for their ready attention to all matters on which they have had occasion to consult them; and to express their acknowledgments to His Excellency the Governor-General of India in Council, and to His Excellency the Governor of Bombay in Council for the courtesy and attention with which their representations have on all occasions been received.

APPENDIX A.

BALANCE SHEET OF THE BOMBAY CHAMBER OF COMMERCE.—From 1st January to 31st December 1893.

Dr. **Cr.**

		Amount.				Amount.	
		Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.
To				By balance on 31st December 1892		67,769 10 11
Rent .....Rs.	3,120 0 0			Subscriptions	11,567 14 5	
Less amount charged to Millowners' Association ,,	720 0 0	2,400 0 0		Publications	14,177 1 5	
Printing—						
Miscellaneous Papers .....Rs.	551 0 0			Measurement Fee Account—		
Annual Report for 1892 ... ,,	1,428 0 0	1,979 0 0		Measurement Fee Receipts..Rs. 32,517 12 0		
Advertisements		387 8 9		Less salaries to measurers, calliper men, &c..... ,, 24,272 14 6	8,244 13 6	
Newspapers and Books		1,076 15 0				
Office Salaries, Postage and Receipt Stamps, Petty Charges, &c.		14,457 2 3		Interest on Fixed Deposits	2,258 9 7	
Telegrams, Stationery, and cost of Crop and Weather Reports		2,488 10 6		Miscellaneous Receipts for copies of Tonnage Scale, Duplicate measurement certificates, &c.	240 4 6	
Statistical establishment for preparing Daily and Weekly Trade Returns, Manifests, and other Statistics and Stationery.....Rs.	9,394 6 0			Millowners' Contribution to the Chamber's Statistical Department	1,200 0 0	
Printing Do. ..... ,,	14,281 0 0	23,615 6 9		Balance of receipts over expenditure on Arbitration Fees	155 0 0	
Millowners' Association Establishment, Wages for Clerks and Sepoy		1,104 0 0				
Auditor's Fee for the year ending 31st December 1893		100 0 0				
Telephone Company from 1st March 1893 to 28th February 1894		200 0 0	47,808 10 6			37,843 11 5

Funds of the Chamber as under:—							
Fixed Deposit Receipt of the Agra Bank, Ld., bearing interest at 4 per cent. per annum	10,000	0 0					
* Do. of the New Oriental Bank Corporation, Ld., at 5 per cent. per annum	9,800	0 0					
Do. of the Chartered Bank of India, Australia and China, at 4 per cent. per annum	14,000	0 0					
Do. of the Hongkong and Shanghai Banking Corporation @ 4½ per cent. per annum	15,000	0 0					
Do. of the National Bank of India, at 4 per cent. per annum	14,000	0 0					
Bank of Bombay Current Deposit account	478	6 7					
Cash in hand	135	0 0					
	63,413	6 7					
Less wages, &c., for December, unpaid..	5,608	10 9					
Net Balance to carry forward.....	.....		57,804	11 10			
Total Rs.....	.....		1,05,613	6 4	Total Rs.....	.....	1,05,613 6 4

Examined and found correct,
CLEMENT POOLE,
Auditor.

Bombay, 1st February 1894.

* NOTE.—The New Oriental Bank Corporation, Limited, suspended payment on 23rd June 1892, but the amount is still retained in the Balance-sheet pending realization. The last dividend, amounting to Rs. 1,072-2-4, was paid on 15th January 1894.

APPENDIX B.

CURRENCY LEGISLATION.

Telegram from the CHAIRMAN, BOMBAY CHAMBER of COMMERCE, to the SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Simla, dated 17th August 1893.

"At special meeting of Committee held to-day to consider the sale of Council Telegraphic Transfers, made yesterday, it was resolved to respectfully address Government deprecating action of Secretary of State in selling at 1s. 3¼d. The sale has shaken the confidence of the public in power of Government to effect object of recent currency legislation, and in Committee's opinion has been made at inopportune moment, before Indian export season has opened and, therefore, before Government's policy has had fair trial."

The SECRETARY OF STATE FOR INDIA to the LORD HIGH CHANCELLOR.

INDIA OFFICE, 21*st October* 1892.

MY LORD,—I enclose, for your Lordship's perusal, a copy of a correspondence which has recently passed between the Secretary of State for India in Council and the Government of India, in which, as you will observe, that Government submits proposals for stopping the free coinage of silver in India, with a view to the introduction of a gold standard.

It is unnecessary for me to dwell upon the grave difficulties with which the Government of India are confronted in consequence of the heavy fall in the gold value of silver, or upon the serious nature of the measures which they propose.

It is on account of the great importance of these measures, the effect of which, if they are adopted, will by no means be confined to India, that I have decided to request your Lordship to preside over a Committee for the purpose of considering the proposals of the Government of India as contained in this correspondence, and to advise whether it is expedient that Her Majesty's Government should allow them to be carried into effect.

In case the Committee should be of opinion that there is no sufficient ground for overruling the Government of India, but that the measures by which they propose to attain the object which they have in view require modification, I shall be glad to receive any suggestions which the Committee may have to offer.

The Committee will meet at this Office, and its proceedings must, for obvious reasons, not be open to the public; but, subject to this condition, the Committee will proceed in the manner which they think best.

Your Lordship having already intimated to me that you will accede to my request, the Committe will be constituted as follows :—

The Lord High Chancellor.
The Right Honorable Leonard H. Courtney, M.P.
Sir Thomas Henry Farrer, Bart.
Sir Reginald Earle Welby, G.C.B.
Arthur Godley, Esq., C.B.
Lieutenant-General Richard Strachey, C.S.I.
Bertram Wodehouse Currie, Esq.

I trust that, as the matter is urgent, and as the inquiry will be confined to the points which I have mentioned, the Committee may be able to report upon an early day, and that their meetings may be arranged accordingly.

It is now understood that the Monetary Conference will meet at Brussels on the 22nd of November, and it would be very advantageous if I could receive the report of the Committee before that date.—I have, &c.,

KIMBERLEY.

REPORT OF THE COMMITTEE APPOINTED TO INQUIRE INTO THE INDIAN CURRENCY.

To the Right Honourable The Earl of Kimberley, K.G., Secretary of State for India.

India Office, 31*st May* 1893.

Statement of the Question.

1. The question referred to the Commitee by your Lordship is whether, having regard to the grave difficulties with which the Government of India are confronted through the heavy fall in the gold value of silver, it is expedient that Her Majesty's Government should allow them to carry into effect the proposals which they have made for stopping the free coinage of silver in India, with a view to the introduction of a gold standard. And, if we are of opinion that there is no sufficient ground for overruling the Government of India, but that the measures by which they propose to attain their object require modification, we are asked to offer any suggestion that we think fit for the purpose.

2. The expediency of allowing the Government of India to carry into effect the proposals which they have made must depend on the view of the present and future situation of that Government as regards their revenue and expenditure, as well as upon a just estimate of the effect of a varying and possibly much lower exchange upon the commerce and people of India.

Financial difficulties of the Government of India.

3. There can be no doubt that the Government of India have experienced serious difficulty owing to the fall of exchange which has been going on for many years. The Government have yearly to remit a very large sum to this country in discharge of their gold obligations. In 1873-74, before the fall commenced, the amount remitted was 13,285,678*l.*, which, at a rate of exchange of 1*s.* 10·351*d.*, was represented by Rx. 14,265,700. During last year (1892-93) the amount remitted was 16,532,215*l.*, which, at the average rate of exchange in that year, viz., 1s. 2·985*d.*, required a payment of Rx. 26,478,415. If this could have been remitted at the exchange of 1873-74, it would have needed only Rx. 17,751,920. The whole of this difference of Rx. 8,726,495 cannot properly be regarded as a loss to the Government of India arising from the difference in exchange. It is certain, however, that India had actually to remit in 1892-93 upwards of Rx. 8,700,000 more than if the exchange had been at its former point.

4. At an estimated exchange of 1*s.* 4*d.* per rupee for the past year, a surplus of revenue over expenditure was shown of Rx. 146,600; the exchange having fallen to an average of rather less than 1*s.* 3*d.*, this surplus has been converted into an estimated deficit of Rx. 1,081,900, notwithstanding the improvement of the revenue by Rx. 1,653,300 over the Budget Estimate.

5. Nor is this all. The Government are compelled to contemplate a further fall, the effect of which cannot be forecast. There has been for some years past an almost continuous fall in exchange, though it was varied by a sharp rise in the year 1890. The average rate in 1889-90 was 1*s.* 4·566*d.* In 1890-91 the average rate was 1*s.* 6·089*d.* But in 1891-92 it fell to 1*s.* 4·733*d.*, in 1892-93 to 1*s.* 2·985*d.*, and exchange has been of late scarcely maintained at 1*s.* 2⅛*d.* by the refusal to sell bills on India below that rate. The extent to which the financial position of the Government of India is affected by exchange is emphasised in the following passages of the recently published statement of Sir David Barbour:—

"The immediate cause of our financial difficulties, and the cause which, by comparison and for the time being, dwarfs all others, is the fall in the gold value of silver, which, as I have already shown, has added to the Indian expenditure in two years more than four crores of rupees. If that fall could be stayed and the rate of exchange with England fixed permanently at even its present low figure, the difficulty of dealing with the present deficit would be comparatively light. The revenue continues to grow in a satisfactory manner; even under the influence of indifferent seasons and poor harvests it has made fair progress. If we could feel assured that there would be no further fall in exchange, I have little doubt that increase of revenue, restriction and

reduction of expenditure, with possibly some taxation of a temporary nature, would, in a very short time, re-establish equilibrium. A serious effort would no doubt be required in the first instance, but with a fixed rate of exchange we would have a definite task before us, and our measures could be regulated accordingly. But it unfortunately happens that, unless some settlement of the currency question is obtained, there is no prospect of even the most moderate degree of stability in the rate of exchange.

* * * * *

"Our financial position for the coming year is at the mercy of exchange, and of those who have it in their power to affect in any way the price of silver. If we budget for the present deficit of Rx. 1,595,100 and exchange rises one penny, we shall have a surplus; if it falls a penny, we shall have a deficit of more than three crores; if we impose taxation to the extent of one and a half crores of rupees, a turn of the wheel may require us to impose further taxation of not less magnitude; another turn, and we may find that no taxation at all was required. It will be obvious, from what I have just said, that what we have got to consider in making our arrangements for next year, is not so much the question of increasing the public revenue, or restricting that portion of the public expenditure which is under our control, but the chances of a settlement of the currency question."

Value of Silver.

6. The production of silver has largely increased of late years, as will be seen from the following table, based as regards the earlier years on the statistics compiled by Professor Soetbeer, and as to the more recent years on the reports of the Director of the Mint in the United States :—

Average annual Production of Silver.	Kilos.	Approximate Equivalent in ozs. at 32·15 to the Kilogramme.
1876 to 1880	2,450,252	78,776,000
1881 to 1885	2,812,908	90,435,000
1886 to 1890	3,459,201	111,213,000
1890	4,144,233	133,237,000
1891	4,493,100	144,453,000
1892	4,731,000 to 4,900,000	152,102,000 to 157,535,000

7. In the year 1878 what is known as "the Bland Act" was passed by the Legislature of the United States, which required the Government of that country to purchase not less than 24,000,000 and not more than 48,000,000 dollars' worth of silver per annum, which would be equal to a consumption varying from 20,625,000 to 41,250,000 ounces (641,000 to 1,283,000 kilos.) in the year. Under the authority of that Act the Government purchased yearly the minimum amount required. Notwithstanding these purchases, the price of silver fell from 52 9/16*d.* per ounce, the average of 1878, to 43 11/16*d.* in February 1890.

8. In that year what is known as "The Sherman Act" was passed by the United States Legislature, under which the duty was imposed on the Government of purchasing no less than 54,000,000 ounces (1,680,000 kilos.) a year, in lieu of the amount required to be purchased under the Bland Act.

9. The effect of this obligation to purchase silver to the value of about six millions sterling beyond the purchases required under the earlier law, coupled probably with the anticipation that further legislation, and perhaps free coinage of silver, would follow, was a sudden and considerable rise in the value of silver, which culminated in the month of September 1890, when it reached the price of 54⅛*d.* per ounce. There was, however, a speedy decline from this price, and since July 1892 silver has realized not more than an average of 38½*d.* per ounce, the present price being 37 11/16*d.*

10. Even if the increased production is kept in view, it is not easy to understand why, with the increased purchasing by the United States to the amount of six millions sterling per annum, and the simultaneous large increase of the Indian imports of silver, which averaged from August 1890, when the Sherman Act came into force, to March 1893, upwards of 46,500,000 ounces, the price should be sixpence per ounce lower than it was in the beginning of 1890. It has, indeed, been argued that the recent fall in the price of silver was due to the blow which the passing of that Act gave to the hopes of those who desired the free coinage of silver. But against this it is to be observed that the price of silver in London rose during the time that the Sherman Act was passing through Congress, and continued to rise for some weeks after it became law. Whatever be the cause, the fact that, although the United States Government have under that Act made purchases varying from 34 to 42 per cent. of the estimated production of the world, and India has increased and not diminished her imports of the metal, the price of silver has fallen to its present low level, is beyond question and of grave moment.

11. Supposing even that no change were made in the currency arrangements of the United States, the experience of the past would forbid the conclusion that the price of silver would be stationary at its present level. It would be imprudent to act on the assumption that no further fall is possible or even probable.

12. The International Monetary Conference which recently assembled at Brussels has not led to any change in the situation, and, although it adjourned to a future day, that day is now past, and it seems uncertain whether there will be any further meeting.

13. Moreover, a strong agitation exists in the United States, with respect to the law now in force providing for the purchase of silver. Fears have been, and are, entertained that there may come to be a premium on gold, and strong pressure has been brought to bear upon the Government of that country, with a view to bring about an alteration of that law.

14. In December last, a Bill was introduced in the Senate to repeal the Sherman Act, and another to suspend purchases under it. Whether any such measure will pass into law it is impossible to

foretell, but it must be regarded as possible; and although, in the light of past experience, predictions on such a subject must be made with caution, it is certainly probable that repeal of the Sherman Act would be followed by a heavy fall in the price of silver.

15. Opinions differ as to the fall in price which would be effectual largely to check the production of silver. From time to time, as the price of silver has continued to fall, the opinion has been expressed that the point had been reached at which production must be checked. Experience has, however, falsified all these predictions. It is, of course, true that the fact that the working of a mine has become unprofitable does not ensure that the output shall be at once diminished or the mine closed. But, if this state of things were long to continue, and owing to a progressive fall in the price of silver mining operations could only be carried out at an increasing loss, one would expect to find the working abandoned before any very long period had elapsed. It is, however, remarkable that a period of continually increasing fall in the price of silver has been coincident with a large increase in the production of that metal. In the quinquennium 1876-1880, the annual average price of silver ranged from 54 13/16*d.* to 51¼*d.*, the average for the quinquennium being 52⅝*d.* In the next quinquennium, 1880-1885, the range was from 51 11/16*d.* to 48⅛*d.*, the average for the quinquennium being 50⅝*d.*, whilst from 1886 to 1890 the price ranged from 47 11/16*d.* to 42 11/16*d.*, the average for the quinquennium being 44⅛*d.* And yet the annual average production of silver at the last quinquennium was 3,459.201 kilos. (111,213,000 ozs.) as compared with 2,450,252 kilos. (78,776,000 ozs.) in the quinquennium 1876-1880, being an increase of 41 per cent. And with an average price in 1891 of 45 1/16*d.*, and in 1892 of 39 13/16d., or an average for the two years of 42 7/16*d.*, the production of 1891 has been estimated at 4,493,100 kilos. (144,453,000 ozs.), and that of 1892 at 4,731,000 to 4,900,000 kilos. (152,102,000 to 157,535,000 ozs.). This may show that even at the present price, the production of silver is still profitable in a large proportion of the mines, and that in some it is sufficiently so to stimulate increased development, and that even a further fall would not necessarily diminish the total output. The phenomena may, indeed, be partly accounted for by the circumstance pointed out in the Report of the Gold and Silver Commission, that investments in the mines of precious metals are largely of a speculative character, and that many such mines may be opened out and worked for a considerable time at a loss, in the hope that such rich deposits of the ore will be found, or that altered circumstances may so change the value of the metal, that great gains will be reaped in the future.

16. A review of the changes in the price and production of silver which have characterised the last 12 years certainly forbids our entertaining any confidence that, if a further heavy fall in the price of silver were to take place, it would be, at any point capable of estimation, checked or counteracted by diminished production. It must be remembered, as pointed out by the Gold and Silver Commission, that the effect of throwing a large quantity of silver upon the silver market is not to be measured by the proportion which that quantity bears to the whole stock of silver in the world, but by the proportion which it bears to the stock of silver in the world after deducting from

that stock the very large amount of silver money now kept in circulation by countries which have a silver token currency, since all of this money circulates at an artificial value, and none of it is subject to the fluctuations of the market. It cannot be regarded, then, as otherwise than within the reasonable bounds of possibility, that a repeal of the Sherman Act might lead to a fall in the price of silver of even 6*d.* per ounce, or more, and that there might be no substantial reaction from the level thus reached. Such a fall would, it may be said with practical certainty, reduce the exchange to about 1*s.* 0*d.* per rupee, and involve the necessity of raising at least Rx. 6,612,000 more than would be required by the Government of India to effect, even at the rate of exchange of 1*s.* 3*d.* per rupee, a remittance of the amount drawn last year, namely, 16,530,000*l.*; while the payment of 19,370,000*l.*, which is the present estimate of the drawings for 1893-94, would, at 1*s.* 3*d.* per rupee, require Rx. 30,992,000, and at 1*s.* 0*d.* per rupee Rx. 38,740,000, involving an increase of Rx. 7,748,000.

Claims of Indian Officials.

17. The difficulties which the Indian Government have in meeting the Home Charges are aggravated by the fact that the fall in exchange has led to claims on the part of their officers, civil and military, who receive salaries in rupees, to some compensation for the loss which they sustain owing to the fall in exchange. Many of those officials are under the necessity of remitting a considerable portion of their income to this country for the support of their families and the education of their children. It has been said that prices have fallen in this country during the last 15 years, and that a smaller sterling remittance will now purchase more than formerly. This is no doubt to some extent true, but it does not apply to all prices. It is a matter of dispute how far the fall of prices in this country compensates for the smaller sterling remittance which the same number of rupees will procure; but it is certain that, when due allowance has been made for this, the purchasing power of the incomes of Indian officials has been largely reduced.

18. It appears that some European employers have felt themselves bound to make an allowance to the Europeans in their service in India, sufficient to counterbalance, to some extent, the loss which they experience owing to the fall of the rupee; and there can be little doubt that, even in existing circumstances, and still more if the fall of exchange continues, the Government of India cannot turn a deaf ear to the appeals of their servants for similar treatment, without the danger of engendering serious discontent, apart from the question whether such appeals are just and reasonable.

Expansion of Revenue.

19. Hitherto, the expansion of the revenue has largely provided for the additional calls which the fall of exchange has made on the Government of India. There has been, in spite of these additional calls, an average surplus during the last 10 years, of Rx. 261,550. It is true that, but for the expenditure rendered necessary by the fall in exchange, there might have been further remissions of taxation, and more might profitably have been spent upon public works. Though upon the whole the Government have not been compelled to impose increased

taxation in order to discharge their liabilities whilst the fall in exchange has been in progress, certain alterations have been made in the taxation of the country, some in the direction of remission, others of an increase, with the net result that the amount of the increase has not greatly exceeded the amount of the remission. But it is noteworthy that, whilst the remissions were all prior to 1882, the increased taxation has for the most part been imposed since that date. The addition to the salt tax, which was the principal source of increased revenue, produced a sum of Rx. 1,725,000.

20. In the past year the fall in exchange of about one penny has added Rx. 1,635,300 to the expenditure, with the result of an expected deficit of Rx. 1,081,900, instead of the anticipated surplus; and, the rate in 1893-94 being estimated at 1s. 2¾*d.* per rupee, an addition of Rx. 2,229,400 is caused to the expenditure beyond the charge for exchange entered in the Budget of March 1892. If a further heavy fall in exchange were to take place, it is impossible to expect that a financial equilibrium would be brought about by an expansion of the revenue alone.

Effect of Fall in Exchange on the People of India and its Commerce.

21. Before considering how the Government of India can meet the difficulties which they experience and which they feel compelled to anticipate, it will be well to inquire what effect the variations in exchange to which attention has been called have produced upon the commerce of India and the prosperity and condition of its peolpe.

22. In estimating the effect upon the people of India of its being necessary to raise an increased number of rupees to meet the sterling remittances of the Government of that country, it must be borne in mind that the extent of the burthen imposed upon the people of India by these remittances is measured by the quantity of produce which they represent, for it is by the export of produce that the debt is in reality discharged. In so far as the necessity of exporting more produce arises from the circumstance that gold prices are lower, the people of India are in the same position as those of Australia or any other country which has to export produce for the purpose of paying the interest on its gold debt. The question to be considered is, what effect has the fall in exchange upon the amount of produce which must be exported to meet a given gold liability? To determine this, the gold price of the produce must be assumed to be stationary. When silver falls in relation to gold, the greater number of rupees which is required to meet a given gold payment will not represent a greater quantity of produce than before, if the silver price in India of the produce exported responds to the changed value of silver in relation to gold, *i.e.*, if it has risen, or has been prevented from falling. Silver prices must ultimately thus respond, although an interval may elapse before the correspondence is complete; and during this time, whilst more produce is exported, the Indian ryot is gettting proportionately less in silver for his produce. It has, indeed, been alleged that the fall in the gold price of certain Indian products is to be attributed to the fall in the value of the rupee, but this allegation is strongly controverted; and, having regard to the phenomena presented in the case of Indian products not greatly open to competition, and to

the necessary effect of competition in the case of those which are within the sphere of its influence, it seems far from clear that the fall in the gold price of Indian products would have been materially less if the exchange had not fallen.

23. Even if the burden upon the people of India as a whole has not been increased by the fall in exchange, there can be no doubt that it has been to some extent shifted from one class to another. The burden of those who pay a fixed land revenue under a permanent settlement has been lightened, and the same may be said of all those whose land revenue has not been re-settled in recent years, or re-settled with adjustment to meet the most recent conditions. On the other hand, the increased salt tax presses upon the people at large, and renders more heavy the taxation of those who, for the most part, have suffered rather than benefited from the higher rupee prices due to the fall in the gold value of silver.

24. We pass now to consider the manner in which the commerce of India is alleged to have been injuriously affected by the variations in exchange.

25. It is said that legitimate trade is replaced by mere speculation and gambling. There seems to be a common agreement amongst those who differ in their views upon almost all other points, that trade is seriously harassed by these fluctuations, though the estimates do not all agree as to the character and the extent of the inconvenience arising from this cause. It does not appear to be certain, even in the view of those who are most strongly sensible of the mischievous effect of fluctuations of exchange, that the volume of trade over a series of years has been diminished from this cause, though there seems a common agreement that any sudden or violent fluctuation almost paralyses business for a time. It is to be observed that it is not so much the fall of exchange which is complained of, as the fluctuations, whether in one direction or the other. Some of those who admit the mischief to trade of exchange fluctuations allege that the extent of the mischief is not serious, since provision can be largely made against the effect of those fluctuations through the medium of banks; but it is clear that the traders cannot completely safeguard themselves in this way, and that such security as they obtain in this respect must be paid for. It must be remembered that, before the fall in the price of silver began, and the fluctuations in the rate of exchange depended upon it, the rates of exchange varied very considerably during particular years, though, no doubt, the fluctuations have been much more frequent and considerable since that time.

26. Upon the whole, it cannot be doubted that it would be well if commerce were free from the inconveniences of fluctuations which arise from a change in the relation between the standard of value in India and in countries with which her commerce is transacted. It must not be assumed that the adoption of the same standard for the United Kingdom and India would remove all the disquieting causes of the disturbance of trade of which complaint is made. If the commodity which lies behind the exchange transaction is one that continues to fall in relation to gold, the risk which arises from bargains

in a falling market will still be present. The liability of the standard of the one country to fall, in relation to the other, causes, however, an additional risk, and consequently increased disturbance to trade.

27. It is said that the tendency of a falling exchange is to stimulate exports; that, inasmuch as more silver, *i.e.*, a higher silver price, is received in respect of the same gold price, whilst wages and the other factors in the cost of production do not increase in the same proportion, production becomes more profitable, and is therefore stimulated. Assuming this to be true, the effect of each successive fall must be transitory, and can continue only until circumstances have brought about the inevitable adjustment. Although one may be inclined, regarding the matter theoretically, to accept the proposition that the suggested stimulus would be the result of a falling exchange, an examination of the statistics of exported produce does not appear to afford any substantial foundation for the view that in practice this stimulus, assuming it to have existed, has had any prevailing effect on the course of trade; on the contrary, the progress of the export trade has been less with a rapidly falling than with a steady exchange. For example, from 1871-72 to 1876-77 the gold value of the rupee fell constantly from, 23·126*d.* to 20·508*d.*, or about 11¼ per cent.; the exports of merchandise were actually less in the latter year than in the former, although in 1876-77 their rupee value exceeded by about 10 per cent. that of the exports of either 1870-71 or 1872-73. From 1878-79 to 1884-85 exchange was fairly steady, the average rates varying only between 19·961*d.* and 19·308*d.* per rupee, or about 3½ per cent.; and during those six years the exports rose by no less than 36½ per cent. Again, between 1884-85 and 1888-89 the fall of the rupee was very rapid, from 19·308*d.* to 16·379*d.*, or over 15 per cent., and the exports increased during those four years by 16½ per cent; but in the single year 1889-90, when there was a slight improvement in the exchange, the exports increased by more than 6½ per cent. It is said, too, that, whilst a falling exchange tends to stimulate exports there is a corresponding tendency to check imports. Here again statistics do not seem to show that diminished imports have been coincident with a lower exchange. Taking the same periods as before, from 1871-72 to 1876-77, when exchange fell 11¼ per cent., imports of merchandise into India increased by 17 per cent.; from 1878-79 to 1884-85, when exchange was steady, the increase of imports exceeded 47 per cent.; between 1884-85 and 1888-89, when the rupee fell about 15 per cent. the imports were augmented by nearly 25 per cent.; while in 1889-90, when exchange slightly rose, the imports were rather less than in the previous year. Upon the whole we cannot see any evidence that the effect of a falling exchange on the country at large, in influencing either exports or imports, has over a series of years been very considerable. Some trains of *a priori* reasoning would seem to lead to the same conclusions, and also to the further conclusion that, even if a fall in the gold value of the rupee does stimulate exports, the result is not necessarily to the benefit of India as a whole, though it may temporarily benefit the employer at the expense of the wage-earner, because wages rise more slowly than prices.

28. The want of a stable exchange between England and India, and the fact that it has fallen so heavily, has, it is alleged, greatly checked

the investment of British capital in India, and the development of the country which would have been the fruit of such investments. London is the lending market, and London thinks in gold. London is ready enough to lend upon contracts for repayment in gold, but hesitates to enter upon silver transaction, or to engage in industrial enterprises in a silver country. There can be no doubt that uncertainty as to the interest which would be received for the investment, and as to the diminution which the invested capital might suffer if it were desired to retransfer it to this country, tends to check British investments in India. This is a real evil, the importance of which we do not desire to underrate. It has been pointed out, however, that a great number of industrial enterprises have been established in India during recent years, such as collieries, cotton mills, jute mills, woollen mills, and paper mills, in which much capital has been invested; and that large sums have been spent upon tea plantations is evidenced by the enormous increase in the quantity of tea grown in and exported from India. And it must be remembered that the adoption by India of the same standard which exists in England might not remove all obstacles to the investment of capital in that country. Capitalists have, of late, been slow to invest in many kinds of industrial enterprise owing to the fact that prices are falling, or have fallen, very generally. If a gold standard were adopted for India, and similar phenomena of falling prices ensued there, capitalists might still be unwilling to provide capital for industrial enterprises. In connection with the point, under discussion, it may be well to observe that a falling exchange, owing to its effects upon their salaries, savings, and pensions, renders it more difficult to procure and arrange for the services of the European employes required for the carrying on of industrial undertakings in India.

29. There is another point which ought not to be passed over in silence. It is said that by making silver the standard, and keeping the Indian mints open to silver, the Anglo-Indian Government have attracted to India that depreciating metal and have thus made India purchase, at a comparatively high cost, an enormous quantity of it, which is now of less value than when it was bought. In this there is some truth, but also much exaggeration. There can be no doubt that an open mint in India offers a market into which silver could be continuously poured without regard to the currency requirements of India, until such an alteration in prices of commodities was brought about, as to make its importation no longer profitable. It is only when and so far as the opening of the mints to silver has led to the importation and coinage or hoarding of useless and now depreciating silver, that the free coinage of silver can be considered to have inflicted a loss upon India. What this loss amounts to we cannot determine, but we are not without indications that India is becoming surfeited with silver.

30. The net imports of silver into India in the 23 years from 1870-71 to 1892-93 have been Rx. 165,226,000, or an average of Rx. 7,184,000 a year, and the coinage demands have amounted to upwards of Rx. 6,500,000 annually, so that we may infer that nearly the whole of the newly imported silver has during these years passed through the mint. Since 1877-78 the net yearly imports ranged from about 4 to 11 millions Rx.; but in 1890-91 there was an abnormal rise to more

than 14 millions. Much of this silver appears to have remained in the Currency Department, causing at the same time a great and sudden inflation of the paper currency. Between March and December 1890, the note issue increased from about 15¾ crores of rupees to 27 crores, an increase of 71 per cent. The inflation was yet further aggravated, and at the end of August 1892 the notes issued stood at more than 29 crores; but, according to recent returns, there has been some contraction, and the amount in circulation is now about 26 crores. With this sudden expansion of the issue of notes a corresponding increase in the silver coin and bullion reserve took place, viz., from Rx. 9,771,782 at the end of March 1890, to Rx. 21,440,022 at the end of January 1891, an addition of more than 11½ crores of rupees. It deserves notice in connection with this subject, that throughout 1892 the import of gold not only ceased to be in excess of the exports, but the current was reversed. During the five years ending with March 1890 the average net import was about Rx. 3,000,000. In 1890-91 it was Rx. 5,636,172, in 1891-92 it was Rx. 2,413,792, whilst in 1892-93 the net import ceased, and the excess of exports was upwards of Rx. 2,800,000.

31. Down to a comparatively late date it was generally believed that, notwithstanding a fall in the gold value of silver, prices in India had been practically unaltered; but the evidence before us points to the conclusion that during recent years the silver price of Indian produce has risen. If, as experience shows, wages respond more slowly to the alteration in the value of the standard, this rise in the price of produce must have been prejudicial to the wage-earning classes.

32. The above facts give reasons for believing that the recent fall in silver, coupled with the open mint, has led India to import and coin more silver than she needs, and the worst of the evil is that it is a growing one. Every unnecessary ounce of silver which has been or is being imported into India, is a loss to India, so long as silver is depreciating in gold value; for it is, *ex hypothesi*, not needed for present use, and it can be parted with only at a sacrifice. So far as the open mints attract unnecessary silver to India, they are inflicting a loss upon the people of the country, and benefiting the silver-producing countries at the cost of India.

33. So far, we have dealt only with the past. We have now to consider the effect to be anticipated from a continued, and not improbably heavy, fall in the exchange between India and England.

34. All the evils to which attention has been called would, of course, be aggravated and intensified. If prices continued to rise, while wages were more slowly advanced, the material condition of the wage-earning class would be continually deteriorating. As respects the Government, we have already pointed out that, if no change be made in the currency arrangements of the country, and a heavy fall were to take place, such as we have referred to as possible, they would, unless they could largely reduce their expenditure, be compelled, in order to meet the increased demands upon them, to impose increased taxation to a very serious extent. It has been suggested that economy in the civil and military administration of India is still

possible, a point which does not fall within the scope of our inquiry; but, even assuming that the expenditure of the Indian Government might without impairing efficiency of administration be diminished, it cannot be supposed that this could be done suddenly to a very great extent, so as to meet the anticipated difficulty. The net expenditure of the Government of India is about Rx. 50,000,000. Supposing the deficiency which had to be met should be from Rx. 8,000,000 to Rx. 10,000,000, it is not conceivable that an equilibrium could be brought about by reducing the expenditure. When we pass to consider whether the revenue required to meet the deficiency might be raised by increased taxation, we encounter at once a position of great delicacy. There is no doubt that in several directions increased taxation is possible, but the difficulties connected with it are grave, and its political danger is said to be a matter of serious moment.

Possibility of Increasing Taxation.

35. Inasmuch as the Indian producer has so far benefited by the fall in exchange, that he has received a higher silver price for his produce than would otherwise have been the case, and the burden of the land revenue he has to pay has thus become less, it would be natural to seek in an increase of the land revenue a large contribution towards the deficiency. Nearly one-fourth of the land revenue is, however, permanently settled. Of the remainder the greater part is fixed on assessments for 30 years, most of which are of recent date. It is impraticable, therefore, to derive from this source the revenue required.

36. An increase of the salt tax has been before now resorted to for the purpose of obtaining additional revenue. But the objections to this tax have long been recognised. It is in the nature of a poll-tax, which falls on all classes, but presses most heavily on the very poor. It is true that the price of salt has been reduced in recent years, but the tax is now about 600 per cent. *ad valorem*, and any increase would chiefly affect those who have suffered rather than benefited by the fall in exchange. It has been strongly pressed upon us, too, that it is the main reserve of taxation in case of war or any other emergency, and that it ought not to be exhausted in order to meet the present difficulty. Even an addition of 20 per cent. to the existing tax would not yield more from Rx. 1,500,000 to Rx. 1,750,000.

37. An addition to the stamp duties is deprecated, on the ground that they are largely a tax on the administration of justice, and that it would not be right materially to augment taxation of this description.

38. Doubts are entertained, and probably with reason, whether it would be possible to raise a largely increased revenue by means of excise. It is said that it would stimulate illicit practices, and any attempt to augment the excise revenue would be attacked, as calculated to increase drinking and to promote intemperance.

39. Of all the suggested methods of adding to the revenue, the reimposition of import duties would, according to the evidence before us, excite the least opposition; indeed, it is said that it would even be popular. The duties on cotton goods have, however, only recently

been abolished. They were the subject of vehement attack in this country. Any attempt to reimpose them would meet with great opposition. And it cannot be denied that the reimposition of such duties would provoke a demand for a countervailing excise upon all cotton goods manufactured in India. Although such an excise duty might be collected without serious difficulty in respect of goods manufactured in the cotton mills of Bombay and elsewhere, it is alleged that it would be wholly impracticable to enforce it generally, in view of the extent to which the manufacture of cotton goods on a small scale prevails throughout India.

40. The arguments urged against the reimposition of export duties are strong, and sound in principle. The only duty of that description now in force is imposed on the export of rice. Any increase of it is said to be impracticable, in view of the competition of other countries; the desire of the Government of India to abolish it has been often expressed; and it is even doubtful whether the existing duty can be maintained.

41. If the income-tax were raised to twice its present rate, it would probably produce about Rx. 1,500,000 more than it now does. The minimum income liable to the tax is 500 rupees. An increase in the rate would produce very great discontent amongst those who are capable of appreciating and criticising the actions of the Government, and of promoting agitation when they are prejudicially affected. It must be borne in mind, too, that the class which suffers most from the fall in exchange would be most affected by an increased income tax.

42. We have passed in review the means of taxation which have been, or are now, in use in India. It remains to consider the new sources of taxation which have been suggested. The only articles so largely consumed that taxation of them would afford the prospect of any great augmentation of the revenue, are tobacco and sugar. These are grown very generally throughout India in small quantities. To procure a revenue from them by means of taxation would involve constant and vexatious interference with the people, and the cost of collecting and enforcing the tax would be enormous, in proportion to the sum realized. Those who have given evidence on this subject, and who entertain the gravest objections to an increase of the salt tax, are nevertheless of opinion that, with all its evils, this would be preferable to an attempt to raise a revenue by a taxation of sugar or tobacco.

43. Although it is recognised that there is much to be said in principle in favour of imposing a succession duty, the difficulties connected with its imposition are enhanced in India by the many different laws which regulate succession, and by the extend to which the family system affects the distribution of property in case of death. This has hitherto stood in the way of its introduction, and it would take a long time to develope any practical scheme; moreover, whether it would be found possible to add largely to the revenue, by means of it, must be matter of speculation. For these reasons it could not be adopted to in order to meet the present emergency.

44. We are not in a position to determine whether the apprehensions expressed to us that increased taxation cannot be resorted to

without grave mischief are, to the full extent, well founded or whether they are exaggerated. But it is not easy to see how the burden of the added taxation, which would be requisite to counter-balance the fall in exchange, could be made to rest on those who might with the most justice be subjected to it, or how the added revenue could be provided except in a manner opposed to sound principles of taxation. Even if it be thought that the political dangers anticipated are the offspring of somewhat exaggerated fears, it is at least possible that they may be under-estimated. Representations that a great increase of taxation was due to what has been erroneously called the "tribute" paid to this country would add sensibly to the danger, and afford an inviting theme for agitators. It is of importance to recognise the fact that the public revenues of India, as of most Asiatic countries, largely consist of elements of income which have not the character of taxation, as that term is used in western Europe, and that it has been through the natural growth of these revenues that the increased expenditure of recent years has been met to a considerable extent.

Possibility of reducing Expenditure.

45. We have, in the foregoing paragraphs, indicated the results of the evidence which has been placed before us upon the question whether the deficiency caused by exchange may be met by increase of taxation. There is, as has been already pointed out, another way in which a deficiency may be met, *viz.*, by reduction of expenditure. We are quite alive to the importance of this resource, and to the expediency of urging economy in every practicable way, more especially as there is no such pressure brought to bear on the Government of India as that to which the Chancellor of the Exchequer in this country is subjected by the representatives of the taxpayers. But, difficult as it is for us to form an opinion on the possibility of raising additional revenue, it is still more difficult to estimate the possibility of reducing expenditure. In order to do so, it would be necessary to enter upon an examination of the policy and action of the Government of India, both in military and civil matters, a task which is beyond our province. Experience, however, shows, as regards military expenditure, that it is at all times difficult to resist its growth, and that occasionally the circumstances which call for it are beyond the control of any Government; while, as regards civil expenditure advancing civilization brings with it constantly increasing demands for Government action and enterprise, demands which are not the less urgent when, as is the case in India, they must originate with the Government, rather than, as in Europe, with the people. Although, therefore, we feel strongly the necessity for the utmost care in restricting expenditure, we are certainly not in a position to conclude that any economies are possible which would enable the Indian Government to meet successfully the great and growing deficit caused by falling exchange.

46. It has been suggested that the Government of India might with propriety charge more of its public works expenditure to capital, and thereby reduce the deficit shown in the revenue account. On this point we can only say that the Government of India have for a long time acted on the sound principle of charging to capital only such out-

lay as is incurred for productive works, and that a policy of allowing unproductive expenditure to be so charged is obviously open to serious question.

Proposals of the Government of India.

47. We have said enough to show that the situation is a very critical one, and that the proposals of the Government of India are entitled to the most careful and anxious consideration. We proceed to state the nature of those proposals. In a Despatch of the 21st of June 1892,* the Government of India expressed their deliberate opinion that, if it became clear that the Brussels Conference was unlikely to arrive at a satisfactory conclusion, and if a direct agreement between India and the United States were found to be unattainable, the Government of India should at once close their mints to the free coinage of silver, and make arrangements for the introduction of a gold standard. The Government forwarded as an enclosure in this Despatch a Minute by Sir David Barbour, the Financial Member of Council, giving an outline of the method he proposed for the introduction of a gold standard into India, if such a measure should become necessary. The nature of the plan will appear from the following extract from that Minute :—

"6. The only measures for the introduction of a gold standard into India which seem to me feasible are the following :—

"(1.) The first measure would be the stoppage of the free coinage of silver. Government would retain the right of purchasing silver, and coining it into rupees.

"(2.) The next measure would be to open the mints to the free coinage of gold. Any man bringing gold to the mints would be entitled to have it coined into gold coins, which would be legal tender to any amount. It would be desirable to stop the free coinage of silver some time before opening the mints to the free coinage of gold. It would be a valuable guide to us in subsequent proceedings to know exactly what effect the stoppage of the free coinage of silver had on the gold value of the rupee.

"The new gold coins might be a 10-rupee piece and a 20-rupee piece.

"7. The weight and fineness of the gold coins to be issued from the mint would be such that the par of exchange between them and the sovereign would be the exchange which it was desired to establish between India and England.

"For example, if we wished the Rupee to be worth 1*s.* 4*d.*, the 10-rupee coin would contain as much gold as was worth (1*s.* 4*d.*) × 10 = 160 pence. The quantity of fine gold in the 10-rupee piece would be 160/240ths or two-thirds of the quantity contained in the sovereign.

"8. The question of the ratio at which we should exchange from the silver to the gold standard would require careful consideration.

"We ought not to think of going back to the old ratio of 1 to 15½. Neither ought we to adopt the very lowest price to which silver may

* Appendix.

have fallen at any time, or to consider ourselves bound to accept the market ratio of the very moment at which the change was made. A ratio based on the average price of silver during a limited period before the introduction of the gold standard would probably be both the safest and the most equitable."

48. In a telegram of the 22nd of January 1893,* the Government made this further statement regarding their proposals :—

"We propose to take power to declare by notification that English gold coinage shall be legal tender in India, at a rate of not less than 13⅓ rupees for one sovereign, and we have provided for that in the draft Bill. We think that an interval of time, the length of which cannot be determined beforehand, should elapse between closure of the mints and any attempt to coin gold here. The power to admit sovereigns as legal tender might be of use as an *ad interim* measure, and need not be used except in case of necessity."

49. A copy of the draft Bill* for the purpose of stopping free coinage was afterwards forwarded. It proposed to repeal the free coinage provisions of previous legislation, and to enact that the Governor General in Council might, by order notified in the Gazette of India, declare that any gold coins, which were for the time being a legal tender in England, should be a legal tender in India in payment or on account, at such rate, not being less than 13⅓ rupees for one sovereign, *i.e.*, at the rate of 1*s.* 6*d.* per rupee, and so for any greater or smaller coin, as should be fixed in such order, and might, in like manner, cancel or vary such order.

50. In the Minute of Sir David Barbour, forwarded by the Government of India, to which reference has already been made, the arguments in support of the proposals are stated. He observes that, although it is proposed to stop the free coinage of silver and to establish a gold standard, it is no part of the plan to substitute gold for silver as the ordinary currency of the country. It is contemplated that, in the vast majority of Indian transactions, silver would still be used as the medium of exchange. He refers to the example of France and other nations, as showing that it is possible to have a gold standard, though a large percentage of the circulation consists of overvalued silver coins, which are legal tender to any amount. He concedes that, in order that the gold standard may be effective, a limit must be placed on the number of such coins, and they must be convertible into gold coins, either without payment of premium or on payment of a trifling premium, whenever any person wishes for gold coins in exchange for silver coins. Gold coins would only be required in exchange for silver when they were wanted for hoarding, or export, or for melting down into ornaments. It is pointed out that one mode in which the scheme might be carried out would be by adopting measures for accumulating a store of gold, and, when sufficient had been obtained, opening the mints to the free coinage of gold coins, that metal being then made legal tender, and the exchangability of silver for gold coins, according to their face value, guaranteed by means of the accumulated stock of gold. This, it is said, would be an expensive plan, and there would be a great risk of the whole stock of gold being drained away in exchange for silver rupees. Sir David

* Appendix.

Barbour, therefore, does not recommend this plan, but the measures which appear to him feasible are those described in the passage from his Minute already quoted. It is said that, under the proposed scheme, if the Government treasuries were required to give gold coins for silver, whenever it was possible for them to do so, there could not be any considerable premium on gold coins so long as there were any in the public treasuries or in the paper currency reserve, and the gold standard would be effectively maintained. After the proposed measures had been carried out, it might happen that no gold was brought to the mints to be coined and to be put into circulation, and that the rupee fell in value below 1*s.* 4*d.*,—supposing that to have been the ratio fixed,—or it might happen that, though gold was brought to the mints for a time and the rupee was worth 1*s.* 4*d.*, yet, subsequently, gold ceased to be brought to the mints, gold coins ceased to be found in circulation, and the rupee fell below 1*s.* 4*d.*; in either case it would be a sign that the rupee was redundant, or, in other words, that there were too many silver rupees in circulation, and consequently, their value had fallen below sixteen pence each, and that the gold standard was no longer effectively maintained. The remedy in such a case, it is said, would be to contract the rupee currency, and to adopt any feasible measures for improving the general financial position of the country. Such an improvement would give increased confidence, and the reduction of the rupee currency, if carried far enough, must, ultimately, restore the value of that coin. The greatest danger, it is said, would arise immediately after the first introduction of the gold standard, and would be brought about by silver rupees being, as they certainly would be, returned to India from foreign countries, and by their being thrown into the active circulation from Indian hoards. It is thought, however, that the existing hoards in India would practically remain unaffected. The reduction of the rupee currency, it is said, might or might not prove a very expensive measure. It could be spread over a number of years, and, until it has been carried out to a sufficient extent, the gold standard would not be effectively maintained. Of course, while the reduction of the rupee currency was in progress, there would not be an effective gold standard; but even during that period of uncertainty it might be expected that the exchange with England would remain much steadier than it had been during the last few years.

Effect of the Proposals.

51. We proceed now to consider the proposal of the Government of India to close the mints, in the first instance, without adopting a gold standard, but coupled with the provision that the Indian Government should have the power of declaring English gold coins to be legal tender in India, at a rate, to be fixed by proclamation, such that the value of the rupee so fixed shall not exceed 1*s.* 6*d.*

52. Let us consider what would be the immediate effect of these proposals. First, then, as to their effect on the gold value of uncoined silver, and on the future relation of uncoined silver to the coined rupee.

53. Minting of silver would, for the time, be at an end, and this use of or demand for uncoined silver would cease to exist. What has been the use or demand? and what would it be likely to be in the

future? Some notion may be formed on this point by examining the quantity of rupees coined in the last few years and of silver deposited in the currency reserves against the issue of notes.

54. The average amount of the new coinage in India has been as follows :—

	Rx.
1870-71 to 1874-75 (annual average)	2,931,282
1875-76 „ 1879-80 „ „	8,49,3881
1880-81 „ 1884-85 „ „	4,480,408
1885-86 „ 1889-90 „ „	8,310,788
1890-91 ... (one year)	13,163,474
1891-92 ... „ „	5,553,970
1892-93 ... „ „	12,705,210
Yearly average, 1870-71 to 1892-93	6,630,628
„ „ 1875-76 „ 1892-93	7,656,223

55. The annual average of silver bullion in the paper currency reserve has been as follows :—

	Rx.
1870-71 to 1874-75 (annual average)	1,468,771
1875-76 „ 1879-80 „ „	1,319,060
1880-81 „ 1884-85 „ „	756,894
1885-86 „ 1889-90 „ „	1,019,828
1890-91 ... (one year)	747,974
On the 31st of March 1892 it was	1,775,569
The average for the 22 years being	1,152,105

56. Looking to these figures, it will be seen that the absorption by India of silver for currency purposes since 1875 has averaged more than Rx. 7,700,000 a year. The coinage from 1885—86 to 1892—93 was Rx. 72,976,594, making an annual average of about Rx. 9,122,000. This is equivalent to 34,200,000 ounces of silver.

57. The net imports of silver into India have been as follows :—

	Rx.
1870—71 to 1874—75 (annual average)	3,063,082
1875—76 „ 1879—80 „ „	7,054,200
1880—81 „ 1884—85 „ „	6,080,527
1885—86 „ 1889—90 „ „	9,635,134
1890—91 ... ... (one year)	14,175,136
1891—92 ... ... „ „	9,022,184
1892—93 ... ... „ „	12,863,569
Yearly average, 1870—71 to 1892—93	7,183,722
„ „ 1875—76 „ 1892—93	8,328,344

So that nearly the whole of the silver imported into India has been absorbed by currency demands, or has passed through the mints.

58. The United States currency demand is 54,000,000 ounces of silver a year.

59. The production of silver in the world is estimated for 1892 to have been from 152,102,000 to 157,535,000 ounces.

60. The currency demands of India, therefore, have during recent years been nearly a quarter, and those of the United States rather more than a third, of the whole world's production. If, therefore, either the one or the other were to cease, there ought, according to general laws, to be a great fall in the value of silver, and, if both were to cease, the fall ought to be very great indeed, until the reduction of the demand had produced a similar effect on the supply. We have already explained that this reduction in supply might not follow for some time the diminution of demand, and the fall might be protracted for a long time.

61. No safe inference, however, as to the effect of the cessation of the Indian or American demand can be founded exclusively on these figures. Apprehension of the future often operates on the minds of men, and produces an effect on the market greater than the actual circumstances of demand and supply would seem to warrant. The closing of the Indian mints would, no doubt, make it more likely that the United States would give up buying silver ; and, if the apprehension of this were added to the cessation of the Indian demand, the effect might be a panic in the silver market. Eventually the price of silver would, no doubt, settle down to the new circumstances of demand and supply.

62. There is still another element to be considered. If the effect of the proposal of the Indian Government were, sooner or later, to cause a demand for gold in India which does not now exist, it might raise the value of gold as against all other things, including silver. In other words, the gold price of silver might be still further diminished.

63. All the factors of the problem are so uncertain that it is impossible to predict, with any confidence or in numerical terms, what the effect of closing the mints would be on the value of uncoined silver. The greater the effect, the greater, of course, would be the difference in value between coined and uncoined silver in India, and the greater the dangers, whatever they may be, which might arise from that source.

64. Next, as to the effect of simply closing the mints, on the future value or gold price of the rupee. If there be already, as there is reason to suppose, a quantity of unused rupees in India, they would have to be absorbed before the closing of the mints produced an effect on the value of the rupee. In that case, there might be some time to wait before there was any increase in its value. The apprehensions of men concerning the future might cause an immediate effect of a serious character ; but we cannot venture to say for what length of time this would be maintained. Neither could we trace the progress of the enhancement of the value of the rupee, in respect of time or place, which we should expect to follow the closing of the mints.

65. It is impossible to estimate the extent to which the rupee might be raised, if the Indian mints and Indian currency were to remain closed against both precious metals. The Government of India, however, add the proposal to make English sovereigns legal tender at a ratio which is not to exceed 1s. 6*d*. to the rupee ; and it remains to

be considered what would be the effect of stopping the free coinage of silver, taken in conjunction with this condition. The proposal would leave it in the discretion of the Indian Government either to fix that ratio at once, or to proceed by successive stages. If the higher ratio were adopted, if the Government were not itself to add rupees to the currency, and if in consequence of the closing of the mints exchange rose rapidly to that ratio, the difficulties and evils arising from an appreciation of the currency, to which we shall have to call attention hereafter, would be so much the greater; if a lower ratio were adopted in the first instance, and if exchange were to rise more gradually, these difficulties and evils would be less; but, whichever plan were selected, the Indian Government would probably be deemed by the public to have decided that eighteen-pence was to be the gold value of the rupee, which consequently would be regarded as a limit. When that limit was reached the currency would again become automatic, since gold sovereigns could be freely exported to India to serve as currency there.

Objections to the proposals: (1) *as to their practicability.*

66. The first objection taken to the scheme of the Indian Government is, that it would not be practicable to maintain the rupee in the manner suggested, on a ratio to gold much higher than that of the intrinsic value of the silver of which it consists. We have already alluded to the reliance placed by the Government of India upon the phenomena exhibited in the currency system of France and other nations. It will be important, therefore, to direct attention to the essential features of the present Indian currency, and to consider what light is thrown upon the proposals of the Government of India by the experience derived from the currency arrangements of other countries.

Different Currency Systems of different Nations.

1. *United Kingdom.*

67. The present Indian monetary system is substantially modelled on that of the United Kingdom, the essential features of which are,—

1. The standard coin to be of one metal, gold.
2. The mint to be open to the free coinage of this metal, so that the quantity of current coin shall be regulated automatically, and not be dependent on the action of the Government.
3. Token coinage to be of a different metal, or metals, subsidiary to the standard coin, legal tender only to a limited amount, and its face value and the price in the standard metal at which it can be obtained from the Mint being greater than the market value of the metal contained in it.

It may be added that, under the Act of 1844, paper money is convertible on demand into gold, its quantity above a fixed amount varying with the quantity of gold against which it is issued.

68. Lord Liverpool and other authorities would have added that the standard metal, gold, should be the principal medium of exchange, but this is no longer the fact. Gold is the standard or measure, but

for the most part not the medium itself. Though, however, in wholesale transactions, and in a great many retail purchases, gold is no longer the medium of exchange, the use of gold coins is probably greater in the United Kingdom than in most other countries.

69. As regards the stocks of gold and silver (other than mere token money) in the United Kingdom and in India, such information as we have been able to obtain leads to the conclusions contained in the two following paragraphs.

70. In the United Kingdom the amount of gold and silver available for the purposes of currency is uncertain, but the Mint estimate of the gold in circulation is 91,000,000*l.*, of which the amount in banks (including that in the Issue Department of the Bank of England and in other banks against which notes are issued) is stated to be 25,000,000*l.*

There is also the fiduciary issue of notes by the Bank of England and other banks, which at the close of 1892 stood at 27,450,000*l.*

It must, however, be remembered that the gold held by the Issue Department of the Bank of England, and the gold held by the Scotch and Irish Banks in respect of notes issued beyond the authorised limits, cannot be looked upon as an integral portion of the currency, since it cannot be used at the same time with the notes which are issued against it; but the amount is included in the sum of 91,000,000*l.* above mentioned, in order to facilitate comparison with foreign countries which keep a gold reserve against their notes, though not under conditions so strict and specific as those of the English Act of 1844.

India.

71. In the Indian currency system, as established in 1835, silver takes the place which gold occupies in the English system. Cheques, bankers' money, and other credit, have not, in India, replaced the metallic currency to the same extent as has been the case in England.

The Indian mint is open to the free coinage of silver; the rupee and the half-rupee are the only standard coins, and are legal tender to an unlimited amount. It is uncertain what is the stock of rupees in India, but it must be very large; Sir David Barbour says that the amount in active circulation, in which of course the hoards are not included, has been recently estimated at Rx. 115,000,000; and by some writers it has been placed much higher. Mr. F. C. Harrison, who has taken great pains in the investigation, puts it at Rx. 134,170,000, besides Rx. 30,000,000 of the coins of Native States.

Gold is not legal tender, and there are no current gold coins.

There is a subsidiary silver fractional coinage, which is legal tender only to the limit of one rupee.

Paper money may be issued to the amount of 8,00,00,000 rupees against securities; and beyond this only against a reserve of

coin or bullion deposited. The amount of notes so issued was Rs. 26,40,18,200 on the 31st of March 1893, and the reserve was constituted as follows :—

	Rs.
Coin	17,53,85,744
Bullion	86,82,456
Securities	8,00,00,000

For the purposes of the Paper Currency India is divided into circles, at present eight in number. The notes are legal tender for five rupees and upwards within the circle for which they are issued, and are convertible at the office of issue, and (except in the case of British Burma) at the principal city of the Presidency to which the circle of issue belongs.

72. When we proceed to examine the currencies of other countries, we find that many of the conditions which have been considered essential in the English and Indian currencies are either wanting altogether, or have been replaced by other conditions. The following is a short statement of the most important features in these currencies, and of the stock of gold, silver and notes, available for currency, so far as we have been able to obtain them, as they stood at the close of 1892 ; but we must guard ourselves against being supposed implicitly to accept all the figures.

United States.

73. The standard is gold, and the mint is open to gold.

There is little gold coin in circulation, at any rate in the Eastern States, but a large reserve of gold in the banks and in the Treasury.

	£
Stock in the Banks	82,250,440
„ „ Treasury	48,852,290
	£
Silver dollars in the Treasury	70,948,080
„ in circulation	12,334,490

and these, or the certificates issued against them, circulate at a gold value at the old ratio of 16 to 1.

There was also in the Treasury, of silver bullion, an amount valued at 17,874,430*l.*, against which paper certificates are issued, which circulate at a gold value at the same ratio.

The aggregate paper currency was about 210,000,000*l.*

The silver currency and paper based on silver are accepted as legal tender to any amount, and there is no premium on the gold and gold certificates in comparison with them.

74. In this case, a very large amount of silver, or certificates representing such silver, has hitherto been kept in circulation at the ratio of 16 to 1. But there is considerable apprehension concerning the difficulties which may arise if the compulsory purchase of silver by the Treasury for currency purposes should continue. Under the

Bland Act, passed in 1878, these purchases amounted, as above stated, to about 20,600,000 ounces in the year, whilst under the Sherman Act, which was passed in 1890, these purchases have been increased to an annual amount of 54,000,000 ounces.

Canada.

75. The standard is gold; but, though there is a provision for coining gold dollars at the rate of 4·86⅔ to the British sovereign, that is, at the ratio of 16 to 1, there is no Canadian gold coin, and little or no gold coin in circulation.

Canada has no mint. Fractional silver currency is supplied from England.

The stock of gold is said to be about 2,400,000*l.*

There are about 3,700,000*l.* worth of Dominion notes of various amounts, from 25 cents. up to 4 dollars; and the Banks may issue notes for 5 dollars or any multiple thereof, to an amount not exceeding their "unimpaired paid-up capital," such notes being redeemable in specie or Dominion notes; the present issue is about 7,000,000*l.*

The Dominion notes (unless it be for small amounts) are redeemable in "coin current by law in Canada," that is, in such dollars as above mentioned. The American silver dollar circulates at par, at the ratio of 16 to 1, although a Government proclamation was issued in 1870 declaring it to be legal tender up to the amount of 10 dollars, but only at 80 cents. per dollar.

Silver is not convertible into gold.

76. This is a very remarkable case, since, without any gold currency, and without even a mint for gold, dollar notes and silver dollars circulate at the United States gold dollar value.

West Indies.

77. All the West India Islands and British Guiana have adopted the English currency, gold being the standard, but silver being a legal tender without limit. In practice, British gold is never seen there, but the circulating medium consists of shillings and Colonial bank notes. Except in British Honduras, no silver dollars are legal tender, but gold doubloons remain legal tender at 64 shillings (the rate fixed in 1838) throughout the West Indies.

In Jamaica and Trinidad, gold doubloons and United States gold coins are not uncommonly seen; they come from the Isthmus and Venezuela, and go to New Orleans and New York in a steady current.

In the Bahamas the United States gold dollar (worth 4*s.* 1·316*d.*) is popularly over-rated at 4*s.* 2*d.*, and consequently American eagles circulate freely (or did so until notes were introduced).

British Honduras has as its standard the silver dollar of Guatemala, which is a 5-franc piece without any gold behind it.

78. This is an instance of a gold standard without gold, and a silver token currency circulating to an unlimited extent at a value based on that gold standard.

Germany.

79. Germany, in adopting a gold standard in 1873, adopted most of the features of the English currency system. The mint was opened to gold, and a subsidiary silver token coinage was introduced, limited in quantity by reference to population, and legal tender only to a limited amount. The peculiarity of the case of Germany is that 20,000,000*l.* worth of old silver thalers are retained in circulation at a ratio of 15½ to 1, and are legal tender to an unlimited extent. Of the new coinage of gold, the Banks hold 34,250,000*l.*, in addition to 6,000,000*l.*, stored at the fortress of Spandau, while the amount in circulation is estimated to be from 65,000,000*l.* to 70,000,000*l.*.

The amount of paper currency issued is 6,000,000*l.* by the Imperial Government, 53,790,000*l.* by the Reichsbank, and 8,950,000*l.* by other banks, making a total of 68,740,000*l.*

80. On the whole, the German system approximates more closely than any other to our own, though it is said that there are not equal facilities for obtaining gold for export.

Scandinavia.

81. The standard has been gold since 1873, and the mints appear to be open to gold, but there is little gold in circulation. Bank-notes convertible into gold are the ordinary currency.

Silver is only subsidiary token currency. The stock of gold held by the Banks appears to be about 5,500,000*l.*, and of notes about 13,000,000*l.*

The Latin Union.

(*a*) *France.*

82. The mints are open to gold.

Silver coinage, except of subsidiary coins, has since 1878 been, and is now, prohibited under the rules of the Latin Union.

There is a large quantity of gold coin in actual circulation.

The peculiarity of the French currency is the large amount of 5-franc pieces which circulate at the old ratio of 15½ to 1. They are legal tender to any amount, and are accepted as freely as the gold coin. They are not legally convertible into gold.

The stock of currency appears to be as follows :—

	£
Gold, about	171,000,000
Silver	140,000,000
Notes	132,000,000

The notes of the Bank of France are convertible into gold or silver at the option of the Bank. The Bank pays gold freely for home use, but, if gold is required in large quantities, especially for exportation, special arrangements must be made.

There is no difficulty in maintaining either the silver or the notes at their gold value.

83. Here is a currency which for all practical purposes appears to be perfectly sound and satisfactory, but which differs from our own in most important particulars. It is sometimes called "etalon boiteux" or limping standard; but inasmuch as the mint is open to gold, and closed to silver, the standard is really gold, whilst a very large proportion of the currency is either inconvertible silver, or notes payable (at the option of the Bank) in silver or gold, maintained without difficulty at the abovementioned artificial ratio.

(*b*) *Belgium.*

84. The mint is open to gold.

The rules as to 5-franc pieces, as to the ratio between gold and silver, and as to legal tender, are the same as in France.

The stock of currency appears to be as follows:—

	£
Gold, about	5,000,000 or more.
Silver, 5-fr.	8,000,000
Notes	15,000,000

The notes appear to be convertible into either gold or silver, at the option of the Bank.

85. The situation is the same as in France; but inconvenience might be experienced, if the Latin Union were to be terminated, and the several members were obliged, under the conditions imposed by that Union, to liquidate in gold their silver currency held by France.

(*c*) *Italy.*

86. The mint is open to gold.

The rules as to 5-franc pieces, as to the ratio between gold and silver, and as to legal tender, are the same as in France.

The stock of currency appears to be,—

	£
Gold	23,600,000
Silver, 5-franc pieces	4,000,000
Notes	57,000,000

There is very little metallic coin in actual circulation; the paper is at a discount, and the exchange below par.

87. The state of this currency is unsatisfactory, not, however, on account of the artificial ratio between gold and silver, but on account of the want of both metals, owing probably to the state of the finances and credit of the country. The same difficulty would arise as in Belgium, if the Latin Union were terminated.

Holland and the Dutch East Indies.

88. From 1847 to 1873, Holland and its dependencies had the single silver standard. In consequence of the changes in Germany and other countries in the north of Europe, which adopted the gold

standard in 1873, Holland suspended the coinage of silver in that year. Silver could no longer be brought to the Dutch mint, and gold coin could not be issued, because the Dutch Parliament had not agreed on a gold coin or a gold standard. There was a certain quantity of silver coins in circulation, and their value, at this period, was regulated neither by the market value of gold nor by that of silver. The demand for coin was increasing in the years 1873 to 1875; and the result was that, whilst the value of silver, as a metal, was going down in the market, Dutch silver coins were appreciated as against gold. The rate of exchange on London, which oscillates now on the gold basis between 12·1 and 12·3 florins to the £ sterling, shrank to 11·12 florins.

In 1875 the gold standard was adopted, at a ratio of 15⅝ to 1, and the Dutch mint was opened to gold; whilst the coinage of silver, except of subsidiary token coins, was prohibited, and remains so at the present time. A considerable quantity of gold coin was minted, which was, however, kept in reserve, and not used for internal circulation. Silver florins, at the gold value, were legal tender to any amount; and, with paper florin notes, which were also at a gold value, formed the internal circulation of the country. Neither silver nor paper is convertible into gold; but the Netherlands Bank has always been willing to give gold for exportation. In 1881 and 1882 the balance of trade turned against Holland, and the stock of gold ran down to about 600,000*l*. Under these circumstances, an Act was passed in April 1884, which enabled the Government to authorize the Bank to sell, at market prices, a quantity of 25,000,000 silver florins, whenever the state of the currency might demand it. This Act has never been brought into operation, but it has restored confidence; the necessary stock of gold, amounting now to upwards of 5,000,000*l*., has been maintained; the Bank gives gold freely for export; and the exchange has continued steady, at from 12·1 to 12·3 florins to the £ sterling. No difficulty has been experienced, either in Holland or in her Eastern dependencies. The system of currency has always been, and still is, the same in both. There is no mint, and little or no stock of gold, in Java; and, at the same time, the rate of exchange between Java and Europe is always at or about par. It should be added that Java merchants can always do their business with gold countries through Holland.

The stock of currency is as follows:—

	In Holland.	In Java.
	£	£
Gold, about	5,200,000	500,000
Silver	11,000,000	2,773,000
Paper	16,000,000	4,250,000

89. This is a case in which the standard is gold, with little or no gold in circulation. The silver is kept at an artificial ratio much higher than its market value, although neither it nor the paper is convertible into gold except for purposes of export. This artificial exchange is maintained in the Dutch East Indies, where there is little or no gold, as well as in Holland, where there is a limited stock.

Austria-Hungary.

90. Before 1879 the standard coin was the florin, which was equal to 1/45th part of a pound of fine silver. The mint was open to silver, and silver florins and silver florin notes were legal tender to an unlimited amount. The actual circulation consisted of florin notes, which were inconvertible; their amount was 52,500,000*l.* in 1879, and 69,500,000*l.* at the beginning of 1892. The average exchange on London for 10*l.* sterling was 141·78 in 1861,* after the Italian war. It became 109 in 1865, but rose to 125·98 in 1867, after the Austro-Prussian war. It fell to 110·53 in 1872, continued at 111 till 1875, but rose to 122·25 in 1877, 117·89 in 1878, and 116·63 in 1879. It seems that in the earlier years there had been a premium on silver, the paper money being depreciated below its face value, so that no silver was brought to be coined. But silver fell in price from 59¼*d.* per oz. in 1873 to 51½*d.* per oz. in 1879; the notes ceased to be depreciated; and, as the Austrian mint was open to silver, it became worth while to bring silver to the mint to be coined; so that, between August 1878 and November 1879, the silver circulation had increased by 7,000,000*l.* Under these circumstances, the Austro-Hungarian Government, in March 1879, stopped the coinage of silver on private account, but continued coining it at their own discretion. The quantity so coined between 1880 and 1891 appears to have amounted to 125½ millions of florins. This state of things continued till 1891, when the Austro-Hungarian Government determined to propose the adoption of a gold standard, and to open the mint to gold; for which the necessary measures were passed by the Austrian and Hungarian Legislatures in August 1892. From 1879, when the mints were closed against the private coinage of silver, the average exchange for 10*l.* sterling rose from 117·83 florins in 1880 and 1881 to 126·61 florins in 1887, and then fell to 116·80 in 1891, and 119·29 in 1892. The whole oscillation between 1879, when the mints were closed, down to 1891, when the resolution to adopt a gold standard was taken, was less than 9 per cent., and at the end of the period it stood at nearly the same figure as at the beginning, though in the meantime the price of silver had fallen by nearly 12 per cent., and in 1891 it was more than 6*d.* per oz. lower than in 1879. The basis for conversion to a gold standard, which appears to have been founded on an average of this exchange,

Year.	Annual Average of exchange on London in Vienna.	Average Price of Bar Silver per oz. in London (Pixley & Abell.)
		d.
1873	110·89	59¼
1874	110·91	58 5/16
1875	111·78	56¼
1876	121·32	52¾
1877	122·17	54 13/16
1878	118·99	52 9/16
1879	117·30	51½
1880	117·83	52¼
1881	117·83	51 11/16
1882	119·60	51⅝
1883	120·00	50 9/16
1884	121·89	50⅛
1885	124·92	48⅜
1886	126·01	45⅜
1887	126·61	44⅛
1888	124·22	42¾
1889	119·55	42 11/16
1890	116·05	47 11/16
1891	116·80	45 1/16
1892	119·29	39 13/16

* Table given by M. Soetbeer (*see* Appendix to Gold and Silver Commission's Report) which differs slightly from the figures of exchange on London given in the margin, which have been furnished by the Anglo-Austrian Bank.

is a ratio of 18·22 silver to 1 gold, or 1 gold florin = 2 francs 10 centimes, making 120·1 florins equal to 10*l.* The mint is now open to gold.

The Austrian Government have now at their command a reserve of about 351,000,000 florins (or nearly 30,000,000*l.*) in gold, and it appears to be intended that a certain quantity of paper and of silver florins shall be withdrawn from circulation, and that the paper florins remaining in circulation shall be convertible into gold.

91. This is a very remarkable case. The fall in exchange, which would have accompanied or followed the fall in the market value of silver, has been averted by closing the mints against free coinage of silver. Fair steadiness of exchange has been maintained for more than a decade, although the paper currency was inconvertible, and silver was coined on Government account alone; and, in the end, a law has been passed for the adoption of a gold standard, a gold reserve has been accumulated, and the mint has been opened to gold.

A fractional subsidiary coinage of silver is provided for, but the currency will probably consist, in the main, of paper notes convertible into gold.

Brazil.

92. The case of Brazil is perhaps the most remarkable of all, as showing that a paper currency without a metallic basis may, if the credit of the country is good, be maintained at a high and fairly steady exchange, although it is absolutely inconvertible and has been increased by the act of the Government out of all proportion to the growth of the population and of its foreign trade. The case, it need hardly be said, is not quoted as a precedent which it is desirable to follow.

The Brazilian standard coin is the milreis, the par gold value of which is 27*d.* A certain number were coined, but have long since left the country, and the currency is and has since 1864 been inconvertible paper. The inconvertible paper was more than doubled between 1865 and 1888, but the exchange was about the same at the two periods, and very little below the par of 27*d.* It had gone down to 14*d.* in 1868, the date of the war with Paraguay, but had risen again, and was in 1875 as high as 28⅜*d.* In 1869, when the quantity of paper money was increased from 12,468,000*l.* to 18,322,000*l.*, the mean rates of exchange showed an advance of about 11¼ per cent. Since the revolution which displaced the Empire and established the Republic, the paper issues of the banks were increased by more than 30,000,000*l.* in less than three years, so that the paper issue in 1892 amounted to 51,372,700*l.*, and, as the result of this, and of diminished credit, the exchange in that year ranged from 10¼*d.* to 15¾*d.*

Results of Examinations of different systems of Currency.

93. It is impossible thus to review foreign systems of currency, without feeling that, however admirable may be the precautions of our own currency system, other nations have adopted different systems which appear to have worked without difficulty, and have enabled them to maintain for their respective currencies a gold standard and a substantial parity of exchange with the gold-using countries of the world, which has, unfortunately, not been the case with India. This has been effected under all the following conditions, viz:

(*a*) with little or no gold coin, as in Scandinavia, Holland and Canada;

(*b*) without a mint or gold coinage, as in Canada and the Dutch East Indies;

(c) with a circulation consisting partly of gold, partly of over-valued and inconvertible silver, which is legal tender to an unlimited amount, as in France and other countries of the Latin Union, in the United States, and also in Germany, though there the proportion of over-valued silver is more limited, the mints in all these countries being freely open to gold, but not to silver, and in some of them the silver coinage having ceased ;

(d) with a system under which the Banks part with gold freely for export, as in Holland, or refuse it for export, as in France ;

(e) with mints closed against private coinage of both silver and gold, and with a currency of inconvertible paper, as has been temporarily the case in Austria ;

(f) with a circulation based on gold, but consisting of token silver, which, however, is legal tender to an unlimited extent, as in the West Indies.

The case of Holland and Java is very remarkable, since in that case the gold standard has been maintained without difficulty in both countries, although there is no mint in the Dutch East Indies, no stock of gold there, and a moderate stock of gold in Holland ; whilst the currency consists of silver and paper legally and practically inconvertible into gold, except for purposes of export. The case of Canada, which maintains a gold standard without a gold coinage, is also very remarkable.

94. The case of Austria-Hungary is also interesting, and presents a remarkable contrast to that of India, as will be seen from the following table :—

Years.	Average Value of Florin, deduced from the Table of Exchange on London in Vienna, given at paragraph 90.	Average Value of Rupee in London, for Bills on India (for Official Years 1873-74, &c.)	Comparison of the two Tables, taking the first year as equal to 100.	
	d.	*d.*	Austrian Florin.	Indian Rupee.
1873	21·64	22 35	100	100
1874	21·64	22·16	100	99·13
1875	21·47	21·63	99·21	96·76
1876	19·78	20·51	91·40	91·75
1877	19·64	20·79	90·76	93·02
1878	20·17	19·79	93·21	88·56
1879	20·46	19·96	94·55	89·31
1880	20·37	19·96	94 13	89·28
1881	20·37	19·89	94·13	89·01
1882	20·07	19·52	92·74	87·36
1883	20·00	19·54	92·42	87·41
1884	19·69	19·31	90·99	86·39
1885	19·21	18·25	88·77	81·67
1886	19·05	17·44	88·03	78·03
1837	18·96	16·90	87·62	75·60
1888	19·32	16·38	89·28	73·28
1889	20·08	16·57	92 79	74·12
1890	20·68	18·09	95·56	80·93
1891	20·55	16·73	94·96	74·86
1892	20·12	14·98	92·98	67·04

It will be seen that a country with a silver standard, and a currency consisting partly of over-valued silver but chiefly of inconvertible paper, has been able, by closing its mints against private coinage for a series of years, and whilst still continuing to coin silver on Government account, to maintain a fairly steady rate of exchange with gold-using countries for a considerable period, preparatory to adopting a gold standard.

95. Concerning the currency of Russia we have less information than in the case of other countries. But it appears that there is little or no silver or gold coin in the country, and that the currency consists of inconvertible paper roubles, based on silver. The Russian mint is now closed against the coinage of silver on private account. It is an interesting fact that the paper rouble, being in form a promise to pay silver, is now, owing to the fall in silver, exchanged for a higher value in gold than the silver which it promises to pay. Taking silver at 38*d.* per ounce, the silver rouble would be worth 23·774 pence, whilst the paper rouble is quoted at 25 pence. We have already called attention to a similar experience in the case of Austria-Hungary. The phenomenon can, of course, only arise when the amount of the paper currency is limited.

96. It would thus appear that it has been found possible to introduce a gold standard without a gold circulation; without a large stock of gold currency; and even without legal convertibility of an existing silver currency into gold. Before concluding, however, that these precedents are directly applicable to the condition of things existing in India, it is necessary to examine them carefully. There is no one of the countries above referred to in which silver has been so largely and so exclusively used as in India during the last half century; and in most of them the people have been for long accustomed to deal with their silver coins on the basis of a double standard. To the Frenchman 5-franc pieces, to the American dollars, have for generations been not only so much silver, but the equivalent of a certain quantity of gold; and it would have been a shock to his habits and mode of thinking to treat them otherwise. It may be easier to maintain an old and well-known silver currency at a gold value in countries which have been bimetallic, and in which large quantities of gold and silver are already in circulation, than to introduce such a system into a mono-metallic silver country such as India. The case of Austria-Hungary again differs from that of India in some important particulars. In Austria-Hungary the standard was silver with an inconvertible paper currency; and the state of this paper currency was probably one of the chief factors which made a fundamental change necessary. In making the change the relation of Austria-Hungary to the neighbouring countries was, no doubt, an important consideration, and the fact that Germany and other States had adopted a gold standard rendered it expedient to take a similar course.

97. Even in the case of Holland and its East Indian Colonies, which is *prima facie* very much in point, there are differences which detract from its value as a precedent for India. At the time the change of standard was adopted, the relative values of silver and gold had not parted as they have since done; and, as regards Java, it must

be borne in mind that, although it is an Eastern country dealing largely with silver-using countries, it has always had the same standard and the same currency as Holland, the change being made in the standard of both at the same time.

98. On the whole, it seems to us that, whilst the differences we have pointed out prevent the cases of the countries referred to from being applicable in all respects as precedents to the case of India, and the circumstances of each particular country must be studied, yet the experience derived from the currencies of those countries is not without value as bearing on the questions which we have to consider, and is important as showing under what various conditions the exchange value of a currency may be maintained.

Use of Precious Metals as Currency in India.

99. It has been objected that the natives of India are accustomed to silver; that the transactions are small in amount, so that silver is better suited to their use than gold; and that they will not willingly give up the rupee. The answer to this is, that it is not proposed to substitute the gold sovereign for the rupee as currency in ordinary use; and that the case would in this respect resemble that of many of the countries above referred to, where the standard is gold, but the ordinary currency is silver or paper.

100. Moreover, gold has never been entirely out of use in India. It is true that in India silver has for the last 30 or 40 years been more exclusively used than in many of the countries referred to. But, though gold coins have not been in use as legal tender, and no fixed ratio has been established between gold and silver coins, there is no part of India in which gold coins are not well-known and procurable, and recognized as a form of money, the value of the chief gold coins being regularly entered in the "Prices current." Until 1835 or thereabouts gold coins constituted a recognized part of the Indian currency, and they were received by the Government in payment of its demands till December 1852; and as late as 1854-55 gold coin to the value of 412,000*l.* was sent by the Government from India to London. The value of the gold imported into India in the eight years from 1862-63 to 1869-70 was no less than 50,000,000*l.*

101. Sir Charles Trevelyan, writing in 1864 in support of a proposal to make sovereigns legal tender in India, referred to the large importation of gold since 1860 as indicating "the determination "of the people to have gold," and added that it "shows that the "Government would be cordially seconded by them in any attempt "to introduce a gold currency on a sound footing." The Secretary of State, Sir Charles Wood, when replying in the same year, wrote: "It is obvious, from the information collected by Sir Charles Trevel- "yan, that there is a very general desire for the introduction of gold "coins in India," and "that the people, even in the upper and remote "parts of India, are well acquainted with the sovereign." There is little question but that these observations are as applicable at the present time as when originally made.

102. The introduction of gold coins on an important scale would necessarily take place through the banks; and the complete success

of the paper currency, as to the acceptance of which by the people of India there had been, on the part of many persons, serious doubts, shows that there need be no hesitation as to the introduction of a gold legal tender coinage on the ground of its novelty.

103. It may be added that the value of the net imports of gold into India, since 1880 has amounted to more than Rx. 44,000,000; and it might be expected that much of the uncoined gold now in India, which must be very considerable, would be brought to the mints if a gold coinage were introduced on a proper basis.

Objections to the proposals : (2) *on the ground of inexpediency.*

104. So far we have been considering whether the proposals of the Government of India are practicable. We turn now to consider the objections taken to those proposals, even assuming that they would be effectual to maintain a stable exchange. Some of these objections are equally applicable, whether the exchange is or is not materially raised above its present level. Others are only of force on the assumption that exchange is to be so raised. We will deal first with those which are directed against the scheme generally, on the assumption that the rate of exchange is not to be raised, but that a continued fall in the value of silver is likely to create a considerable divergence between the exchange value of the rupee and that of the silver of which it consists.

Objections (*a*) *Supposing the ratio not to be raised and silver to fall.*

105. It is anticipated by some that a serious amount of spurious coinage would result. If spurious coins to a large amount could be put in circulation, the transaction would, no doubt, be a profitable one ; but, in countries where silver coins having an intrinsic value much below their nominal value are in circulation, spurious coinage would be an extremely profitable enterprise, and experience shows that the apprehended danger has not been realized in these countries. Against this, however, it is maintained by some persons that this affords no guide as to what would be likely to happen in India, the natives of which country might, in their opinion, be expected to display great skill in the manufacture of spurious coins, while the people who receive them are guided more by the weight of metal in the coin than by its appearance. It is difficult to estimate with precision the real extent of the alleged danger, but, when it is borne in mind that, in order to carry out operations on an extended scale, expensive and specially constructed machinery would be requisite, we doubt whether the danger of India being flooded with a large amount of spurious coin would really be a grave one.

106. The effect that, on the assumption with which we are now dealing, the closing of the mints would have upon the hoards of natives of India, and upon their silver ornaments, is more free from doubt. Coined rupees, of which it is said that the hoards chiefly consist, would be unaffected, except in so far as any further fall in their gold value would be prevented ; but the uncoined silver and silver ornaments would cease to be convertible into rupees, and would certainly be depreciated in value. In times of scarcity and famine a considerable quantity of silver ornaments has found its way to the mints. During the period of the great famine in 1877 and the following years, for

example, large quantities of such ornaments were minted. In three years no less than Rx. 4,500,000 were thus turned into money. It is said, however, that the transaction of converting silver ornaments or hoarded silver into money is not at the present time effected by the owner himself taking them or sending them to the mints for conversion into rupees; it is through the intervention of the village money-lender that the transaction is carried out. Uncoined silver would, it is asserted, still be converted into money in the same fashion. This is, no doubt, true, but it is obvious that the ornaments would not be converted on terms as favourable to the seller. It cannot, we think, be doubted that the closing of the mints would in this case depreciate the silver ornaments and the uncoined silver hoarded by the people of India. Such a use of ornaments is, however, said to be rare.

107. A further objection is to the effect that the proposal of the Government of India would perpetuate the burden hitherto experienced by India owing to the fall of exchange, and that it would be unfair to stereotype the loss of persons entitled to be paid in rupees, and to deprive them, by the act of the Government, of the chance of a rise. To this it may be answered that, having regard to the future prospects of the silver market, so far as they can be gauged at the present time, all persons concerned would probably be glad to lose their chance of a future rise on the terms of being secured against the effects of a fall.

108. Another objection is that the proposal of the Indian Government will, if there should, in future, be a divergence between the value of the rupee and the market price of silver, have the effect of converting the whole of the currency of India into a token currency, which would in no way differ in principle from an inconvertible paper currency. It must, however, be remembered that although a nation possessed of a fairly satisfactory monetary system might well hesitate to exchange it, even temporarily, for an inconvertible currency, yet India already labours under difficulties the gravity of which is admitted. One of the greatest risks connected with an inconvertible paper currency is the temptation which it affords to the Government unduly to expand the amount in circulation; the proposal of the Indian Government, however, does not involve this danger. It is to be observed, too, that in the United States, in Germany, in the Latin Union, and in Holland, a very large amount of silver coins has, with mints closed against the free coinage of silver, been maintained as full legal tender at a gold value far exceeding that of the silver they contain; whilst in Austria-Hungary, during the recent fall in silver, a forced paper currency, founded originally on that metal, has, in exchange, more nearly corresponded with the original gold value of the silver on which it was based, than has the silver itself.

109. Again, strong objections are urged to the power being placed in the hands of the Government to close the mints to the public, while retaining to itself the power to coin rupees, and thus to its being enabled at will to contract or expand the currency. But the assumption we are now making is that the exchange is not to be materially raised above its present level. If the rise were checked by the reception of gold, as suggested by the Government of India, the discretionary power vested in that Government would be confined within very narrow limits, because, if the rupee were to rise above the fixed ratio to such an extent as to cover the expenses of transmission and of

coinage, it would become profitable to take gold to the Indian mint, or to send sovereigns to India, and thus the currency would be rendered automatic on a gold basis.

110. It is further objected to the proposals of the Indian Government that they would make the value of the rupee greater than it otherwise would be, and that thereby the burden of Indian taxation would be increased. That part of the revenue which consists of fixed payments would remain unaltered in nominal value, whilst each rupee which the ryot pays would be worth more, and the rupee prices of the goods he produces would be less, than they would be if silver continued to fall. The argument is no doubt sound; but there are answers to this objection which have no little weight.

111. Whether silver is falling or gold rising in value, or both movements are taking place, and whether an appreciating or a depreciating standard is the less open to objection, are questions of great difficulty. We are dealing with the assumption that the present ratio, or some ratio differing but little from it, is maintained. On this assumption, the present level of rupee prices would not be at once altered; and if, in future, rupee prices became less and the burden of existing fixed taxation became heavier, than they would have been if a silver standard had been maintained, this result would not be arbitrarily produced by the action of the Government, but would be due to the fact that the new standard was depreciating less or appreciating more than that for which it was substituted.

112. In the next place, it must be borne in mind that the alteration in the relative values of gold and silver has so increased the liabilities of the Indian Government in comparison with its revenues, as to make it necessary, in the absence of other remedies, to impose fresh taxation. The evidence we have had from men whose experience qualifies them to judge points distinctly to the conclusion that, supposing the choice to be between an indirect increase of taxation arising from arrest of the fall in the value of the rupee, or even from a considerable increase in its value, on the one hand, and the imposition of new taxation on the other, the latter of these courses would be far more likely to lead to popular discontent and political difficulty than the former.

113. The proposal of the Government of India, in so far as it rendered the exchange between India and gold-using countries stable, would introduce into the trade of India with silver-using countries the same disquieting influences which, it is alleged, at present hamper the trade of India with gold-using countries. It must, however, be observed that the trade of India with silver-using countries only amounts to about half of her trade with gold-using countries.

114. Another objection strongly urged is that, if the proposal of the Government were carried out, and there should arise a great divergence between the ratio borne to gold by the rupee and by silver respectively, this would seriously affect the trade of India with silver-using countries, and stimulate in those countries the production of commodities which compete with Indian commodities in the markets of the world, and that the effect of such increased competition would be seriously felt by India.

115. To deal first with the point as it affects the trade between India and the silver-using countries which now take her commodities. The most important of these is China, which now takes from India a large quantity of manufactured cotton goods. China, it is said, would not give more silver for these cotton goods than it did before, but, if the divergence between silver and the rupee were considerable, the same silver price would mean a lower rupee price. It is true this lower rupee price might represent a greater purchasing power than if the rupee had been allowed to fall *pari passu* with silver; but the manufacturer, it is contended, would find a difficulty in diminishing the rupee cost of production. Some of his expenses would consist of fixed payments, and the difficulty of diminishing the number of rupees paid in wages would be considerable. In the result, the trade would be less profitable, and its volume would be diminished. The reply made to this argument, is that the Indian produce imported into China is paid for ultimately by goods exported by China to other countries, and that, if the gold price of these commodities does not fall owing to a fall in the gold value of silver, they would realize a higher silver price, and that China would thus be able to pay a higher price for the Indian imports. We have already given our reasons for doubting whether the fall in the gold value of silver does operate, to any considerable extent, in reducing the gold price of commodities exported from silver-using countries.

116. It is suggested further that, if the fall of silver should continue to be considerable, it would afford a great inducement to promote the manufacture in China of cotton goods in substitution for those now imported from India, and stress is laid upon the fact that the production of cotton goods in Japan has already become considerable. To this it is answered that China is slow to move, and that the impediments and burders which are imposed upon industrial enterprise in China are such as to render the fear that the suggested change in the currency system of India would greatly stimulate the production of cotton goods in China unreasonable. Fears have been also expressed lest the production of cotton goods in Japan, where there is practically a silver standard, should be further increased in consequence of the advantage which that country would gain by the fall in the value of silver, as compared with India if the exchange there remained stationary. As to this argument we may refer to the remarks in paragraph 27, in which we have expressed our view that the stimulus thus caused to the export trade of a country can only be transitory, and can continue only until circumstances have brought about the inevitable adjustment. In the same paragraph we examined the trade statistics of India, and could not see any evidence that a relation existed between a fall in exchange and the volume of exports.

117. It is, moreover, objected, and for the same reasons, that the opium trade between India and China would be seriously affected if the currency proposals of the Government came into operation, and that India must be content to receive fewer rupees for the opium exported to China. The average annual value of opium so exported is about Rx. 10,000,000, and the greater part of the decrease in its export value, supposing such decrease were realized, would fall upon the Government. It is obvious that in that event the effect upon the

revenue would be very serious. In the case of opium, as well as cotton goods, it is argued that there would be a tendency to replace to some extent the use of Indian opium by opium grown in China. The same answer which has been given to this argument in relation to the trade in cotton goods is equally applicable with regard to the opium traffic. It must be remembered, too, that the production of opium in China is at the present time very large. The amount imported from India forms only a small portion of the total consumption. Indian opium is in truth a luxury; its use in preference to Chinese opium is a matter of taste, and depends upon its real or assumed superior qualities. Under these circumstances, it may be doubted whether any considerable diminution in the rupee value of opium exports to China would be likely to result from the adoption of the proposals of the Indian Government.

118. Those who object that the trade of India with other silver-using countries would be diminished in volume and profit by the adoption of the Government proposals, lay, perhaps, even greater stress upon the advantage which a great divergence between silver and the rupee would give to those countries in their competition with India. Some of the articles exported by India are also produced in and exported from silver-using countries, and other important articles of Indian trade are, it is said, capable of being produced there —notably in China. If there came to be a great divergence between the value of silver and of the rupee, a considerably lower gold price would, in China, represent the same amount of silver as before, whilst to India it would give fewer rupees. The Chinese would be content to take the same amount of silver, that is to say, the same silver price, that they have hitherto done, so that the Indian producer must rest satisfied with a lower rupee price, or perhaps be driven out of the market altogether through the stress of this competition. One reply given to this objection is that it involves the proposition that the continuous depreciation of the currency of a country, in relation to that of others, is advantageous to the commerce of the country whose currency is thus depreciated, and adds to its prosperity. This answer is not absolutely conclusive, because, even if it be true that the cost of production in wages and otherwise would ultimately adjust itself to the fall in the value of silver, yet it is impossible to deny that, until this adjustment has been brought about, the exporter in the silver-using country, who continues to pay the same nominal wages and whose nominal expenditure for production otherwise remains the same, has an advantage in competition with the exporter who receives a lower price than before, and who can only retain to himself the same advantages by a reduction of nominal wages; and it must be remembered that, in a country whose civilization is backward, and whose industrial institutions are but little developed, the interval may be considerable before such an adjustment can be effected. But, allowing that the argument of those who raise the objection with which we have been dealing is not without foundation, consideration of the experience derived from a study of the history of Indian exports during the period characterised by a fall in the gold value of silver, as noticed in paragraph 27, leads us to doubt whether the suggested advantage is not much less than those who urge the argument suppose.

119. Those who are interested in the tea plantations of India, the produce of which is now exported in large quantities, maintain that their industry might be greatly crippled, if not extinguished, by the competition of China and Ceylon, if a gold standard were adopted in India only, and silver continued to fall heavily. It is to be observed, however, that the transfer of the commerce in tea from China to India, which has been going on for some years, has taken place whilst the two countries have shared alike the changes produced by the fall in the value of silver. But it is stated on behalf of the tea planters that, even though their success may be due to the Indian tea better suiting the wants of the consumers, yet the difference in the relative price in gold-using countries of Chinese and Indian tea might be such as to overbalance any advantages possessed by the Indian products, and cause the competition to be a disastrous one for the Indian producer. It must be added that the qualities of the Ceylon tea are much the same as those of Indian tea. It cannot be denied that, if the proposed currency change were adopted in India alone, its tendency might be for a time to benefit the producer in Ceylon, and perhaps the Chinese in his competition with the Indian. To what extent this tendency would prejudice the Indian producer it is impossible to forecast, and, even so far as it did so, it must be remembered that it would not necessarily entail disadvantage on the country as a whole; and, having regard to the history of the Indian tea trade, and to its great progress in recent years under existing conditions, we cannot think it likely that any very serious prejudice would result.

120. We have already referred to the argument that China might, in the altered circumstances anticipated, produce, for her own consumption, commodities which she now imports from India. It is alleged that not only would she do this, but that she would also increase her production of cotton and other articles, for which her soil and climate are said to be suitable, and send them into the market to compete with Indian products. To this it is replied, and we think with force, that the want of railways and other means of communication in China, the heavy and arbitrary imposts to which production is there subjected, and other causes, deprive these apprehensions of any very serious foundation.

121. It is further objected that the balance of trade would be disturbed; that the export trade of India would be injured by a gold standard, and that India would thus, *pro tanto*, lose her power of paying her debts; that the Indian Government would, in consequence, be unable to sell their bills in London; and that they would be obliged to send silver from India, at a ruinous loss, to pay their gold debt.

122. This objection seems to depend on the question whether the export trade of India will be injured by the proposals of the Government of India, with which we have already dealt in paragraphs 27 and 114 to 120. As to the Council bills, it may be observed that they are only a financial mode adopted, as the simplest and best, by the Government of India, for the purpose of paying a gold debt to England, which in any case they must pay, and which other nations owing gold debts to England pay in other modes. They are orders for the payment of rupees in India, and the same end would be at-

tained if the Government of India bought sterling bills of the exporting merchants in India, and sent them to be cashed on its account in London. Where a country has debts to pay it must pay them, and it will do so by means of exports, the transaction being effected in whatever methods are found to be most convenient.

123. So far as concerns their effect on the import of silver into India, the Council bills now compete with silver; the closing of the mints to silver would relieve the Council bills from this competition, and the immediate effect would be a tendency for the bills to sell at a higher price. The merchant wishing to pay for Indian goods would have to pay more gold for the Council bills. If their price should rise so far as to make the business of buying Indian goods unprofitable, it would no doubt, *pro tanto*, check the export trade of India, and the price of the bills must fall. But it would only fall so far as would be necessary in order to make the trade again profitable. In short, India must pay her debts by exports, and the Indian Government cannot in any way avoid whatever expense is necessary in order to pay them. That these exports should ever consist of silver, depreciated as silver is in the Western world, is highly improbable; but, if this should turn out to be the case, it would be because silver was the article which India could best spare.

124. Fear has been expressed that the restriction of the coinage of rupees at the British mints would lead to an increase of the use of the coins of Native States in the British provinces. There are numerous Native States in different parts of India which exercise the right of coining, a privilege of which they are most tenacious, regarding it as an indication of sovereign authority. The currencies are very various in their details, the chief silver coin being the rupee, but with many variations in intrinsic value in the different States. In 1835, when the existing system of currency was adopted, a list of the various rupees then existing included no less than 300 different coinages (many, no doubt, obsolete), for the most part showing greater or less variations of value *inter se*.

125. The attempt made to facilitate the adoption of a common currency throughout India by an Act passed in 1876 has had no material effect. It provided that, on a Native State agreeing to abstain from coining for at least thirty years, and not to allow coins resembling those of British India to be struck under its authority, the Government of India would coin for the State rupees identical in weight and fineness with those of British India, but with a device differing from that before used by the State. Such coins would be legal tender in British India. Up to the present time, only four of the minor States have availed themselves of the provisions of this Act.

126. Sufficient information on the subject of the currencies of the various States is not available to admit of our giving any precise account of them, but there is reason to think that their issues are not on a scale of any considerable magnitude. The coinage of Hyderabad, the largest of the Native States, is stated to have been, in 1887-88, 816 tolas of gold and 15,051 tolas of silver, and, in 1888-89, 784 tolas of gold and 17,76,421 tolas of silver, the tola representing

the weight of a rupee; the value of the Hyderabad rupee, commonly called the Hálli Sicca rupee, is about 14 per cent. less than that of the rupee of British India. The Baroda State coined 8 lakhs of rupees in 1883-84 and 19 lakhs in 1884-85, but in the three following years there was no coinage; new machinery for the mint was supplied in 1891. The Kashmir mint appears to be no longer in operation, and the States of Mysore and Rewa also are said to have no mints. The coinages of Holkar's Government at Indore, of Bhopal, and of Travancore, are reported to be very small in amount.

127. On the whole, it appears that the annual addition to the coinage of the Native States is of little importance. The coins of these States have a free circulation among the population of the border districts of those States and the British provinces, and at times are found at considerable distances from their place of origin. They are, however, always liable to a charge for discount when circulating beyond the State from which they issue, and in no case are received at British Treasuries, by the railways, municipalities, or other local bodies, nor are they legal tender in British territory.

128. On this subject the Government of India, in a telegram of the 16th of March, 1893, stated their opinion that they could easily overcome any difficulty that might arise in connection with rupees coined under the Native Coinage Act, 1876, before mentioned; and that they did not think that any serious difficulties could arise in connection with the coinages of Native States generally.

129. We have had evidence from persons interested in the trade of Ceylon, expressing apprehensions that, if the proposed change of standard were to be made in India, and the present currency arrangements were to be continued in Ceylon, the effect would be prejudicial to the trade of that island. These apprehensions are of the same nature as those we have already examined on the part of the planters in India. It is obvious that, independently of these apprehensions, both Ceylon and Mauritius, which have the rupee as their standard coin, which have no mints of their own, and which import their rupees from India, would be affected by the closing of the mints and by the adoption of a gold standard in India. It would, in that event, be open to the Governments of those Colonies, to acquiesce in the action of India, or to establish currencies of their own, with or without local mints. If they should adopt a currency of their own, and if in India the rupee should, in consequence of the proposed changes, rise above its silver value, it would become profitable to export Indian rupees from those Colonies to India. Such an export would operate in the same way as a release of the hoards of coined rupees in India, and might, so far as it goes, delay the rise in the value of the rupee. But, according to the best information we can obtain, the stock is not so large as to be likely to have any considerable disturbing influence. It is no part of our duty to advise what action should be taken by the Colonial Governments, except to point out that they ought not to allow any coins which they issue to be so similar to the Indian rupee as to be mistaken for it, and thus to become current in India.

Objections (b) supposing the ratio to be raised materially above the present level.

130. We have been hitherto dealing with the proposals of the Indian Government on the assumption that exchange is at once fixed at a point not materially above its present level. The suggestion of the Government of India is that no ratio should be fixed immediately on the closing of the mints. Their proposal to take power to declare that English gold coinage shall be legal tender in India, at a rate of *not less than* 13½ rupees to the sovereign, would, if acted upon, prevent the exchange from rising to any great extent above 1*s.* 6*d.*, that is, a ratio of silver to gold a little less than 20 to 1. As the present exchange value of the rupee is 1*s.* 2¾*d.*, and the ratio of silver to gold about 24 to 1, the Indian Government, though it may be that they would act gradually and tentatively, suggest the possibility of raising the ratio materially above the present level.

131. We have now, therefore, to consider what are the objections to these proposals, on the assumption that the exchange were so raised.

132. All the objections which have been urged as existing in the case of the assumption that the ratio were fixed at a point not materially above the present level are at least equally applicable in the case of that which we have now to consider; but the answers which have been given to them in the former case are not all of equal force where the ratio has been materially raised.

133. The dangers of spurious coinage and of depreciation of Indian hoards must increase in proportion to the difference between the value of the rupee and the market value of silver; and the trade difficulties due to a rising exchange, such as they are, would, of course, be the greater the higher the ratio was taken. Moreover, the difficulty of maintaining an inconvertible token coinage as full legal tender at a par value tends to increase with the difference between the legal value of the token coin and the metal it contains; but the cases of foreign currencies quoted above show that difficulties similar to those which are apprehended in the case of India have been successfully encountered.

134. We pass to the objections founded upon the effects on rupee prices, on taxation, and on other fixed burdens. These effects would be such as result from an appreciating currency, namely, first, to make prices lower than they would otherwise have been; then, though more slowly, to lower money wages, and to increase the burden of debts and of all fixed payments. It has been urged, in answer to this, that, whatever these evils may be, they are not greater than those which have in recent years been experienced from a depreciating currency, namely, prices higher than they would have been but for such depreciation, and debts and other just burdens lightened, to the benefit of the persons who pay, and to the injury of those who receive, including the Government. It has also been urged that, if future appreciation were due to the act of the Government, past depreciation has also been due to the adoption by the Government of an unstable and depreciating standard. But, even assuming that these answers are true in point of

fact, it is no less true that, since the adoption of the silver standard in 1835, the depreciation of the silver currency has arisen from causes over which the Government have exercised no control, whereas any appreciation resulting from the raising of the rupee would be due to the direct action of the Government.

1. It is impossible, in view of these considerations, not to come to the conclusion that to close the mints for the purpose of raising the value of the rupee is open to much more serious objection than to do so for the purpose of preventing a further fall.

136. It has been represented to us by the China Association, the Chambers of Commerce at Hong Kong and Singapore, and others interested in the Eastern trade, that a change such as has been proposed by the Government of India would be likely to be prejudicial to their interests. Although some of the facts to which we have already drawn attention indicate that the apprehensions expressed are excessive, and although some of the agruments which we have adopted are not inapplicable to their case, we have not thought it within the limits of your Lordship's reference to enter in detail upon the considerations suggested by these representations.

Alternative Schemes.

137. Amongst the suggestions made for preventing a further fall in the value of the rupee, for counteracting the effect of the fall which has already taken place, and for adding to the resources of the Government of India, is a proposal to impose a charge on silver, which might take the form either of an increased seignorage on the coinage of the rupee, or of a duty on all silver imported. It is claimed for this proposal that it would avoid direct and obvious interference with the standard of value, whilst it would bring in additional revenue to the Government. It is therefore desirable to examine it carefully.

138. Let us first assume the charge to be a seignorage. In that case it would be imposed only on the silver brought to be coined. It might take either of two forms, viz., a fixed charge of so much per ounce, or a charge varying inversely as the gold value of silver, so as to keep the rupee at a certain fixed ratio to gold. A fixed seignorage would be no remedy for a fluctuating exchange; because, whatever might be its present effect, it would fail to maintain a parity of exchange between the rupee and the sovereign if silver should fall further or should rise in value; and, although it might afford some present relief, a continued fall in exchange would leave India subject to the same difficulties as before.

139. A seignorage varying inversely with the gold value of silver is not open to the same objection. If this were adopted, so as to make the gold price of a given weight of silver plus the duty always equal to a given weight of gold, it would, no doubt, tend to maintain the rupee at a fixed ratio to the sovereign. But to provide from time to time for the necessary alterations in such a varying seignorage, so as not to embarrass trade or to encourage undesirable speculation, would be an administrative function of some difficulty. An intermediate course might be taken, making the seignorage vary, not with the daily rate of exchange, but at fixed intervals, say from year to year, so that

the annual charge should vary inversely as the annual average gold value of silver for the preceding year. Though, judging by recent experience, this method would lessen considerably, without, however, entirely removing, the administrative difficulties above mentioned, yet towards the end of the term for which the seigniorage had been fixed speculators would be encouraged either to pour silver into India or to abstain from importing it, according as they expected the seigniorage to be raised or lowered.

140. The imposition of a seigniorage necessarily enhances in an artificial manner the value of the rupee above the intrinsic value of the silver it contains, and tends to reduce the amount coined. Many of the objections, therefore, which have been urged to the proposals of the Government of India apply equally in principle to such a scheme. It is, in fact, an indirect method of attaining the end which the Indian Government propose to attain by closing the mints.

141. A ten per cent. seigniorage, that is, an addition of eight per cent. to the present rate, even on the assumption that its imposition had no effect in reducing the amount coined, would only, on the average coinage since 1875, produce annually about Rx. 600,000 ; and therefore, regarded as a mode of raising revenue, the relief afforded to the Indian Exchequer would not be sufficient to meet the difficulties which the Government have to encounter. It is impossible to anticipate that, with so heavy a seigniorage, the amount coined would be as large as on the average of recent years ; nor could any fixed amount be relied on, since it would depend on the state of the exchange, and on the quantity of silver brought to the mint. It is, in fact, open to the objection in principle which applies to many other forms of taxation imposed for purposes other than that of revenue, viz., that, in proportion as it effects the object of restricting the coinage of silver, it ceases to be profitable as a source of revenue.

142. It remains for us to consider the effect of imposing a duty on all silver imported, whether for coinage or otherwise. Such a duty would tend to restrict the supply of uncoined as well as coined silver ; but looking to the fact that nearly all the silver imported in recent years has been coined, this difference is not at the present moment of great importance. Subject to this distinction, the observations we have made on the proposals for a seigniorage apply also to the proposal to levy a duty on uncoined silver, with the addition that such a tax would be difficult to enforce, and would be an encouragement to smuggling ; and that, if it were made to vary constantly with the gold price of silver, the administrative difficulties would be even greater.

143. The coinage of a new rupee, of greater weight than that at present existing, has been suggested as a remedy for the difficulty. If for this purpose the plan were adopted of recoining the existing rupees, it is evident that the expense, which must be calculated on at least 1,000 to 1,500 millions of rupees, would be very heavy, even if the measure did not attract to the mints hoards in excess of the amount in circulation; and after the recoinage had been completed, there would be no security that it would be effectual, since a further fall in the gold value of the rupee would produce difficulties of the same kind as have now arisen. If, on the other hand, in addition to the existing rupees,

heavier rupees were issued, there is the objection that, for some time at any rate, two kinds of coin would be in circulation, of different intrinsic worth, yet professedly of the same value; and there does not appear to be any advantage in this plan over that proposed by the Government of India.

144. Other plans which have been suggested are, the introduction of a gold standard with a gold currency, the ratio of the gold and silver coins being notified from time to time according to the market rates of exchange; the adoption of a gold standard with a very high unit, rupees being made token coins, and currency notes of large denomination being issued for gold alone, but payable in either gold or rupees; the issue of currency notes, expressed in gold, but exchangeable only into rupees at the foreign exchange rate of the day; the establishment of a gold standard without a gold coinage, based on the credit of a reserve to be held by the Bank of England in India; the gradual introduction of a gold standard, by placing the rupee debt on a gold basis, and providing for the discharge of debts partly in gold and partly in silver, the proportion of the former being annually increased until the whole became fixed in gold; the adoption of a given amount of gold bullion as a standard for foreign and wholesale transactions, leaving the coins to be used as tokens for internal trade; the declaration that rupees shall be a legal tender in the United Kingdom; the issue of coins of mixed gold and silver; the basing of the currency system on a certain amount of Government sterling stock; the adoption of independent standards of gold and silver, to be in use at the same time.

145. We deem it unnecessary to do more than indicate in the briefest manner the nature of these proposals. Some of them are not within the power of the Government of India, and others are impracticable for various reasons; while no one of them appears to be so free from objection as to justify us in advising your Lordship to reject in its favour the proposal of the Government of India.

Possible modifications of the proposals of the Government of India.

146. Your Lordship will observe that we have given most careful and anxious consideration to the objections which have been urged against the scheme of the Government of India; we feel that some of them have weight, and we regret that, in the opinion of that Government it should be necessary to propose a measure which would undoubtedly be attended with some risks and inconveniences. We proceed to consider whether, in case it were decided to adopt such a proposal as that made by the Government of India, it would be possible by any modifications, to remove or diminish the objections to which we have referred.

147. It appears to be desirable that any such scheme should afford security against any sudden and considerable rise of exchange. If the closing of the mints were thought likely to lead to such a rise, the opposition to the measure would, no doubt, be greatly augmented. In all probability the cessation of free coinage of silver would be immediately followed by a fall in the price of that metal. If at the same time exchange rose considerably, the divergence between the rupee and its intrinsic value would become at once very marked.

The difficulty of maintaining the rupee at its higher exchange value might be increased, and the apprehensions of disaster which are entertained, even if they be exaggerated or unreal, would be intensified.

148. Moreover, the rise in exchange would be calculated to lead to a fall in the price of Indian produce. And, if this were seen to follow, and believed to be caused by the action of the Government, public opinion might be disturbed and the situation might become critical. The view has been expressed that, even though the native producers might not be likely to be actively hostile to a scheme which left prices unaffected, they would be far from indifferent, and the state of things might become dangerous, if prices began to fall very sensibly.

149. What, then, would be the effect of the scheme suggested by the Government of India? Closing the mints, even if the Government of India were to issue the proposed notification that gold coins would be made legal tender at a rate of 13⅓ rupees to the sovereign, might bring about a rise in exchange to the level thus indicated, viz., 1*s.* 6*d.* per rupee. It is true that those who think that exchange would not for a considerable time rise at all, and that even the existing ratio might not be maintained, may be right in their anticipations. But it must be admitted that on such a point no one can predict with certainty; exchange might rise suddenly and considerably, unless the Government were to interfere actively to prevent it; and the public would not feel any certainty as to the course they would take.

150. The scheme might, however, be so modified that the exchange could not immediately rise much above its present level. It might be provided that the mints should be closed to the public for the coinage of silver, but should be used by the Government for the coinage of rupees if required by the public in exchange for gold, at a ratio to be fixed in the first instance not much above that now prevailing, say 1*s.* 4*d.* the rupee. Any fear of a considerable rise would thus be allayed, and any evil effects of such a rise would be prevented. Moreover, even if silver fell, the divergence between the nominal and the intrinsic value of the rupee would not be so great as if exchange at the same time rose. There would be these additional advantages. First, the currency would not cease to be automatic. Next, it would be a less violent step than closing the mints altogether. They would practically remain open, subject to certain conditions. It would be the smallest departure from the *status quo* which could accomplish the object the Government of India have in view. Besides these advantages, there would be the further gain, that it would still leave the volume of the rupee coinage dependent on the wants of the people of India; and the fact that rupees might continue to be coined would tend to prevent silver falling as much as would be the case if it were supposed that the coinage of rupees was to cease altogether.

151. The Government of India have expressed the opinion that there would be no practical difficulty in carrying such a modified scheme as this into effect. It would not, of course, be essential to the plan that the ratio should never be fixed above 1*s.* 4*d.*; circumstances might arise, rendering it proper, and even necessary, to raise the ratio;

and the Indian Government might be empowered to alter it with the sanction of the Secretary of State. Such a scheme would, indeed, in the first instance, be tentative, and would not impede further action if circumstances should render it desirable.

152. It would be consistent with this scheme, and would serve as a means of familiarising the public with the use of a gold currency, if the Government were to accept gold coins at the same ratio in payment of all dues.

153. Inasmuch as the course to be pursued in relation to the matter referred to us will come before Her Majesty's Government for decision, the Chairman thinks it right to abstain from taking any part in determining what recommendations should be made to your Lordship.

154. We desire to express our high appreciation of the benfit conferred upon us by the appointment of Mr. Waterfield to act as Secretary to the Committee. His knowledge, ability, and zeal have been of the greatest assistance to us throughout our protracted deliberations.

HERSCHELL.
LEONARD COURTNEY.
T. H. FARRER.
REGINALD E. WELBY.
ARTHUR GODLEY.
R. STRACHEY.
B. W. CURRIE.

Recommendations of the Committee.

155. It remains for us to state the conclusions at which we have arrived. While conscious of the gravity of the suggestion, we cannot in view of the serious evils with which the Government of India may at any time be confronted if matters are left as they are, advise your Lordship to overrule the proposals for the closing of the mints and the adoption of a gold standard, which that Government, with their responsibility and deep interest in the success of the measures suggested, have submitted to you.

156. But we consider that the following modifications of these proposals are advisable. The closing of the mints against the free coinage of silver should be accompanied by an announcement that, though closed to the public, they will be used by Government for the coinage of rupees in exchange for gold at a ratio to be then fixed, say 1*s.* 4*d.* per rupee; and that at the Government treasuries gold will be received in satisfaction of public dues at the same ratio.

157. We do not feel ourselves able to indicate any special time or contigency when action should be taken. It has been seen that the difficulties to be dealt with have become continually greater; that a deficit has been already created, and an increase of that deficit is threatened; that there are at the present moment peculiar grounds for apprehension; and that the apprehended dangers may become

real with little notice. It may also happen that, if action is delayed until these are realized, and if no step is taken by the Indian Government to anticipate them, the difficulty of acting with effect will be made greater by the delay. It is obvious that nothing should be done prematurely or without full deliberation; but, having in view these considerations, we think that it should be in the discretion of the Government of India, with the approval of the Secretary of State in Council, to take the requisite steps, if and when it appears to them and to him necessary to do so.

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Henry Waterfield, Secretary.

It seems to me that our judgment of what the Home Government should do in reference to the proposals of the Government of India must depend upon the view we take of the cause of the divergence in value that has arisen between gold and silver. The Indian Government has to make large annual payments in gold, whilst its receipts are in silver. Has gold became more valuable in itself, or silver less valuable in itself, or if both movements have happened, which has been relatively greater? If gold has become more valuable, the burdens of India have become greater than was contemplated or intended, and we must ask ourselves whether they can be in any degree reduced. If silver has become less valuable, the taxation of India is made lighter, and we may freely examine the means, direct or indirect, of raising it. If an intermediate hypothesis is adopted, our way of viewing the problem must be modified accordingly. In our Report we have not examined this preliminary question, but I hold it the first to be determined. For reasons upon which I do not now enter, I have come to the conclusion that the divergence between gold and silver has been, to a large extent, due to an appreciation of gold; and this opinion necessarily affects my judgment of the policy of the Indian Government, which is to adopt a gold standard instead of one of silver. This is to accept as unalterable, if not to intensify, the aggravated burden thrown upon India. It may be that no other course is possible, but the Home Government should ask itself whether it is through its own action that no other course is possible, and whether the Indian Government might not propose a very different course if there was any chance of its being favourably considered by the Supreme Government. I am myself drawn to the conclusion that the home Government is the greatest obstacle, perhaps the only substantial obstacle, to the establishment of an international agreement for the use of silver as money, which, without attempting to restore the position of twenty years since, would relieve India from the anxiety of a further depreciation of its revenue in relation to its liabilities. The problem may be thus stated:—The Indian Government asks permission to adopt a certain course, but, as is well understood, not the course it would, of its own free will, first desire to be adopted. In considering whether

the course actually proposed should be sanctioned, we cannot refuse to consider whether there are invincible obstacles to the entertainment of the course which would be the first preference of India.

If I am to put aside the previous question, and confine myself to the proposition whether the Indian Government should be allowed to suspend the free coinage of silver, so as to enhance the value of the coined rupee till it reached a certain relation to the sovereign, such as 1 to 15 (1*s.* 4*d.*) or 1 to 13½ (1*s.* 6*d.*), I concur in the report of my colleagues, subject to the following reservation :—In paragraph 139 I think we have overrated the difficulty and delicacy of the administrative function involved in the plan there discussed. I believe action would be fairly simple, if the plan were practically tackled. The mints of India are not so numerous as to prevent a daily telegraphic message of the seignorage to be charged, if such frequency should be deemed necessary. The embarrassment to which a person in London, wishing to make a remittance in India, would be exposed from his uncertainty as to what the seignorage would be when silver reached an Indian mint, would be of the same character as his present embarrassment in not knowing what the exchange would be when silver reached India, if he sent it out.

LEONARD COURTNEY.

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1. In the year 1878 the Government of India made a proposal that the mints should be closed against the free coinage of silver until the rupee should rise in value to 2*s.* or one-tenth of an English sovereign. In making this proposal, and on other occasions, the Indian Government expressed themselves in very strong terms* concerning the dangers and difficulties, present and prospective, caused to India by the fall in silver. A Committee appointed by the Secretary of State, of which we were members, reported unanimously against the above-mentioned proposal, and it was rejected by the Home Government.† Further experience shows that whilst the views expressed by the Government of India concerning the future of silver have been fully justified by the fall which has since taken place, the present condition of India is scarcely such as to justify their estimate of the difficulties and dangers to the country which they believed would arise from it.

* See Despatch of 9th November, 1878, para. 22, and Despatch of 4th September, 1886, para. 24.

† See Treasury letter of 24th November, 1879.

2. The following facts, relating to the recent progress of India, are taken from a paper read by Sir W. Hunter (one of the greatest existing authorities on the subject) at the Society of Arts on the 16th February, 1892.

Between 1881 and 1891 the whole number of the Army had been raised from 170,000 to 220,000, and the number of British soldiers in it from 60,000 to 71,000, or, including reserves, volunteers, &c., to very much more. Many large and costly defensive works had been constructed both on the North-West frontier, and on the coasts. In recent years almost all public buildings have been reconstructed on a large scale.

Railways, both military and commercial, have been very greatly extended. Notwithstanding these extraordinary expenses, there were, during the 25 years which followed 1862, 14 years of surplus and 11 years of deficit, yielding a net surplus of Rx. 4,000,000. In 1889 the public debt of India, exclusive of capital invested in railways, showed a reduction since the mutiny period of Rx. 26,000,000. The rate at which India can borrow has been reduced from 4 or 5 per cent. to a little over 3 per cent. The revenue of India, exclusive of railways and municipal funds, has grown between 1856-57 and 1886-87 from Rx. 33,378,000 to Rx. 62,859,000, and in 1891 it had increased to Rx. 64,000,000, or including railways and irrigation receipts, to Rx. 85,750,000, and this increase is due to the growth of old revenue rather than to new taxation. Further, whilst the rent or land-tax paid by the people has increased by one-third, the produce of their fields has more than doubled, in consequence partly of higher prices and partly of increase in cultivation. Further, in 1891 there were nearly 18,000 miles of railway open, carrying 121,000,000 of passengers and 26,000,000 tons of goods, and adding a benefit to the people of India, calculated as far back as 1886, at Rx. 60,000,000. Further, the Indian exports and imports at sea, which, in 1858, were about Rx. 40,000,000, amounted in 1891 to about Rx. 200,000,000, and the produce thus exported has increased in quality and variety no less than in amount.

3. Considering facts such as these, we should even now have difficulty in recommending the closing of the Indian mints against the free coinage of silver, if it were not for the circumstance that a further heavy fall in silver is possible, and in certain contingencies imminent, and that any such fall may bring with it mischiefs and difficulties much greater than any which have yet been experienced.

4. Under these circumstances, having regard to the part we have already taken in this matter, as well as to the present exigencies of the case, we are anxious to state, more fully and explicitly than is done in the Report we have signed, what is the full effect of the immediate steps which we have agreed in recommending, and what precautions are, in our opinion, desirable, with a view to its ulterior consequences.

The step recommended is, that the Indian Government should be empowered to close the Indian mints against the free coinage of silver until the rupee rises in value so as to stand at a given ratio with the sovereign, such ratio to be little above the ratio which has recently been current, say 1s. 4*d*., and that they should then be required to give rupees at that ratio for all gold brought to their mints. The immediate effect of this step will be to alter the Indian measure of value. As long as the Indian mint is open, the measure of value is the market value of the weight of silver contained in the rupee, but as soon as the mint is closed, we can no longer be sure that this will be the case. Further, so soon as the rupee has risen to the given ratio, the fraction of an English gold sovereign represented by 1s. 4*d*. will become the measure of value. This is in itself a most important change.

5. To alter the measure of value by substituting one metal for another is at all times a matter of great gravity, and to do so at a time when the relations between the two metals are in a state of constant fluctuation renders the alteration still more serious.

6. At the same time, it is to be observed that the step which we recommend will produce the least possible immediate change. Its object is not so much to raise the gold value of the rupee, as to prevent a further fall. It does not materially alter the present relations between debtor and creditor, but on the contrary, prevents those relations being altered in the future by a further fall. Moreover, it provides a means whereby, in case there should be a demand for currency, that demand will be supplied automatically, and not at the discretion of the Indian Government.

7. This closing of the mints is, however, only the first step in the process contemplated by the Indian Government, and that process will not be complete until gold is made full legal tender and is received into the Indian currency as freely as gold is received in England, or as silver is now received in India. This may be effected, either by the free coinage of gold at the Indian mints, or by the free reception, under arrangement with the Imperial Government, of gold sovereigns coined in England or in Australia as legal tender currency of India. When this is done the change will be complete, and India will then have a gold standard of value, and a gold automatic currency the quantity of which will depend on the demand for it. What that demand may be is uncertain. Sir D. Barbour estimates the outside of the quantity needed to maintain the gold standard at 15,000,000*l.*, or one-fifth in value of the estimated present rupee currency. But whatever the precise amount, the gold currency is not expected to be more than a small fraction of the actual currency in circulation.

8. This currency will in the main consist of rupees, each of which is intended to circulate not at the value of the silver contained in it but at the value of the gold contained in the fraction of the Sovereign, (1*s.* 4*d.*) which it represents. With the exception of the small quantity of gold in actual circulation, the currency of India will thus become a token currency of unparalleled magnitude; and if the market value of silver should fall considerably, its value would become very much greater than the value of the silver contained in it. Under such circumstances, it will, to a great extent, resemble a paper currency, and, if it were not made exchangeable for gold on demand, would resemble in many respects an inconvertible paper currency. The question then arises whether it is certain that such a currency will be maintained at its gold value without further precautions.

9. It is no doubt true that, until the rupee has risen in value to this adopted ratio, the scheme will not have come into full operation, and that, when it has come into full operation, the restriction placed upon the issue of silver rupees will tend to keep the rupee currency at the fixed gold value. But it may well be questioned whether this restriction is, in itself, a sufficient guarantee that this gigantic token currency will, under all circumstances, be kept at par value. Sir David Barbour himself holds that eventually, if the scheme is to be successful, gold when required must be given for the rupee, either without a premium or at a small premium.

10. It is of course obvious that a great country like India, if she undertakes a token currency, is under an obligation to maintain its

value, and that she ought to discharge that obligation by making it reasonably certain that, where gold is needed in exchange for rupees, it will be possible to obtain it at the fixed ratio.

11. It has been argued that this object might possibly be effected without requiring the Government of India to give gold for silver at that ratio, and without the public confidence in their ability to do this which would arise from their accumulating and possessing a stock of gold available for the purpose. Instances may, no doubt, be selected in which Governments have maintained their inconvertible token currency at, or nearly at, par, without these precautions. But a silver token currency, though not in form a promise to pay, really implies, as we have already said, an obligation to maintain its par value; and prudence as well as experience suggest that this obligation should be supported by the obvious means of fulfilling it.

12. The obligation on the Government to coin silver rupees when the rupee is at 1*s.* 4*d.* does not, in itself, carry with it a corresponding obligation on the Government to give gold for rupees, and is, therefore, if we are right in what we have stated above imperfect without some expression of that obligation. But that obligation will not arise until the rupee reaches the exchange value of 1*s.* 4*d.*, and it may, therefore, not be necessary to provide a reserve of gold before this exchange is reached. This exchange, indeed, may not be reached at all, and in that case no gold reserve will be needed. But, if the measure operates as we expect, gold will probably flow in, and will replace silver as the reserve against the Government paper issue. If gold thus flows in automatically, the Indian Government will be thereby enabled to accumulate a moderate reserve; but, even if it does not, a reserve should, we contend, be provided before the Indian Government takes the final step of announcing gold as the standard coupled with the correlative obligation to give gold for silver.

13. What amount of gold reserve may be necessary it is difficult to say, but, in order to have the desired effect, it must be substantial. Nor, considering that it will in all probability be generally resorted to for purposes of export, is it necessary to decide in what form or in what place it should be kept. The circumstances of India are favourable for the accumulation of the necessary stock. India imports more of the precious metals than she exports; her inhabitants no doubt possess already a stock of uncoined gold; and if the Indian Government receive gold in payment of debts due to them, gold ought to come to their treasuries.

14. At any rate, the expense necessary to procure and retain the requisite amount is one that cannot be avoided by any Government which desires to maintain the credit of its currency, and will be insignificant compared to the loss of which the Indian Government now complain.

15. Under these circumstances, we could not join in the recommendation contained in the Report, without at the same time recommending that the Government of India should, in view of the ultimate adoption of the whole of their plan, be prepared to secure the convertibility of their token silver currency, and should, with that object, accumulate a sufficient reserve of gold.

16. We think it right to add that the questions whether gold has become more valuable in itself, or silver less valuable in itself, or whether both movements have taken place, and to what extend each movement has gone, as well as the further question between be-metallism on the one hand and a universal gold standard on the other, are questions of which we have taken no notice, as we do not think that they fall within the scope of the reference to us.

T. H. FARRER.
R. E. WELBY.

While cordially concurring with the views of my colleagues so far as they support the proposals of the Government of India, I should have preferred to approve those proposals without imposing the condition that the closing of the mints should be accompanied by an announcement that rupees will be coined in exchange for gold at the ratio of 1*s.* 4*d.*

It will be admitted that in a matter of this kind the minimum of State interference is desirable.

The only excuse for any action on the part of Government is that the evils from which they are suffering are becoming intolerable, and that, apart from the closing of the mints, no practical remedy has been proposed or is attainable.

In my opinion the proper course for Government to adopt is to issue a proclamation to the effect that,—

Having regard (1) to the redundancy of silver money in India, as evidenced by the accumulation of rupees and paper currency in the banks, and (2) considering the uncertain policy, of other nations with respect to silver, the Governor-General in Council has resolved to suspend for the present the coinage of silver.

One effect of such a measure must necessarily be that the London exchange banks, in tendering for Council bills, will be compelled to quote the price in sterling which they are willing to pay. Another probable effect will be that gold will be sent to India in increased quantity on private account in order to be exchanged into rupees ; and it appears to me that the price in each of these cases, when extended over a considerable period of time, and after a certain degree of stability has been attained, will afford the best guide to Government in estimating the gold value of the rupee, whenever they are called upon to open their mints to the coinage of gold.

The Government of Austria-Hungary closed their mints to the free coinage of silver in 1879, but did not declare a ratio between gold and silver till 1892. It seems likely that an interval of time more or less prolonged may elapse before the Government of India will be in a position to declare a ratio, having regard to the great uncertainty of the effect which its action may produce upon the rate of exchange.

I prefer to leave full discretion to that Government to take such measures as occasion may require and experience may dictate, subject to the consent of the Secretary of State in Council.

I fear that any arbitrary action on the part of Government, in a matter respecting which it is impossible that all the facts can be present to their consideration, might lead to reclamations both from the public creditor and from others whose interests depend upon Indian exchange, and I am unwilling to take the responsibility of attempting to fix a rate if the object can be practically accomplished by the natural action of the market.

Moreover, I fail to see what advantage would be gained by selecting the ratio of 22·37 to 1 (one and fourpence the rupee), rather than that of 18·22 to 1, which has been adopted with apparent success in Austria, or that which is in use among other nations.

If, contrary to expectation, exchange should rise suddenly in an inconvenient degree, I would meet the difficulty in the way proposed by the Government of India (quoted at paragraph 47 of the Committee's Report), by declaring that English gold coins shall be legal tender in India at a rate to be fixed by them.

B. W. CURRIE.

INDIAN CURRENCY. CORRESPONDENCE BETWEEN THE GOVERNMENT OF INDIA AND THE SECRETARY OF STATE.

No. 1.

The GOVERNMENT OF INDIA to the SECRETARY OF STATE FOR INDIA, Calcutta, 23rd March 1892, No. 68.

MY LORD,—We have the honour to forward, for your Lordship's information, a copy of the correspondence noted on the annexed schedule,* with the Bengal Chamber of Commerce, in which the Chamber inquires what we propose to do with reference to the heavy fall in the value of the rupee which has followed on the fall in the price of silver in the United States.

2. Your Lordship is aware of the anxiety with which we regard this question, and of its high importance in our estimation as affecting the interests of India. We have, at various times, for instance in our letters No. 45 of the 2nd February 1886, and No. 277 of the 4th September 1886, fully expressed our views on the subject, and it is unnecessary to repeat them here. But we desire to say that the violent oscillations in the price of silver since 1890, and its rapid decline during the last year to the lowest point yet reached, cause us, as they have caused the mercantile community, the gravest anxiety for the future.

3. We are desirous as we have always been of aiding in the settlement of the silver question by international agreement, and if proposals should be made by the United States or by any other Government for the holding of an International Conference we trust that your Lordship will lend those proposals your strongest support.

* Not printed.

4. In our opinion it is not open to question that, if international agreement is not arrived at, the United States Government will sooner or later be driven either to the adoption of a silver standard or to the abandonment of its purchases of silver. It is certain that the cessation of the purchases of silver by the United States could not fail to depress still further the price of that metal, and the policy to be followed by India in that event deserves the most serious consideration on an early date.

5. The stoppage of the coinage of silver by the United States will probably, if it should come, come suddenly; and if we defer, until it has taken place, the consideration of the measures which in that event it may be expedient to adopt, we shall find ourselves unprepared and left with no time for due consideration.

6. We are, therefore, of opinion that the subject should be considered in all its bearings beforehand, and we recommend that, in view of the possible action of the United States in the future, Her Majesty's Government should now take into consideration the question whether any and, if so what, measures can be adopted for the protection of Indian interests against the further decline in the gold value of the rupee to which, for the reasons which we have given, we may be at any moment exposed, and the violent fluctuations in the relative value of gold and silver to which, under present circumstances, we cannot assign any limit either in time or in amount,—We have &c.,

LANSDOWNE.
P. P. HUTCHINS.
D. BARBOUR.
A. E. MILLER.
H. BRACKENBURY.
R. C. B. PEMBERTON.

No. 2.

The SECRETARY OF STATE FOR INDIA to the GOVERNOR-GENERAL OF INDIA IN COUNCIL, 2nd June 1892, No. 92.

Fall in the gold value of silver: Monetary Conference.

MY LORD MARQUIS,—On the receipt of your Excellency's letter, dated the 23rd of March, No. 68, respecting the fall in the gold value of the rupee which has followed on the fall in the price of silver in the United States of America, I caused copies thereof to be laid before Her Majesty's Government, in order that they might be fully aware of the importance of the question to the interests of India.

2. Your Excellency will have observed with satisfaction, from a reply given by the Chancellor of the Exchequer on the 11th ultimo to a deputation which had an interview with him and the Prime Minister on the subject, that Her Majesty's Government have decided to accept an invitation from the President of the United States, to take part in a Conference which is about to be assembled, in order to consider by what means, if any, the use of silver can be increased in the currency system of the nations.

3. A copy of a letter addressed to the Treasury on the 13th of May is enclosed for your information.—I have, &c.,

CROSS.

Enclosure in No. 2.

The UNDER SECRETARY OF STATE FOR INDIA to the SECRETARY OF THE TREASURY, 13th May 1892, F. 1420.

SIR,—I am directed by the Secretary of State for India in Council to transmit, for the information of the Lords Commissioners of Her Majesty's Treasury, a copy of a letter* received from the Government of India on the subject of the very heavy fall which has recently occurred in the value of the rupee as measured in gold.

Their Lordships are well aware of the extreme importance of this question to the Government of India, whose views have been from time to time expressed in despatches published in the documents mentioned in the margin.† Viscount Cross does not desire at the present moment to discuss the question of the measures that it may become necessary to adopt, but he feels sure that the Government of India will peruse with satisfaction the report of the Chancellor of the Exchequer's speech on the 11th instant, in which he stated that Her Majesty's Government had decided to accept an invitation to take part in a Conference assembled to consider whether any means can be adopted for increasing the use of silver in the currency of the nations.

As illustrating the enormous difficulty in adjusting the taxation in India to the expenditure which arises from the great fluctuations in exchange, I am desired to mention the following facts:— In December 1890 the rate of exchange was, with the concurrence of the Treasury, fixed for 1891-92 at 1s. 6$\frac{1}{16}$*d.* the rupee, in agreement with the gold value of silver at that date; in about four months the rate for selling bills on India had fallen to 1s. 4$\frac{1}{2}$*d.* the rupee, causing an increased charge in the remittances from India, estimated for the year then commencing, of Rx. 2,168,000. From the middle of February to the 18th March last, when the Budget for 1892-93 was under consideration, the value of the rupee ranged between 1s. 4*d.* and 1s. 3$\frac{1}{2}$*d.*, and the Government of India adopted the higher of those two rates; within 11 days from the publication of the Budget, the market rate in India had fallen below 1s. 3d., at which rate the drop of a penny in the rupee would cause an aditional charge for remittance in 1892-93 exceeding Rx. 1,700,000.

Thus, within a few weeks, the Government of India is liable to find itself exposed to the necessity of providing a sum greater than the whole of its receipts from either the customs duties or the assessed taxes, or from the recent increase of the duty on salt; and this result ensues from causes over which neither the Government nor the people of India have any control, but which arise for the most part from legislation, either actual or threatened, by other nations.

Nor is it only to the Government that this most serious inconvenience is caused. The disadvantage to trade in India is shown by the

* 23rd March 1892, No. 68, with enclosures.

† Parliamentary Papers, No. 449 of 1881; Command Paper, No. 4868; Royal Commission on Gold and Silver, 1887, 1st Report, Appendix No. 13.

letter from the Bengal Chamber of Commerce, which the Government of India have forwarded; and there can be no doubt that it is equally felt by the merchants in the United Kingdom who have transactions with India. Any measures, therefore, which can bring about a comparatively stable rate of exchange, are to be cordially encouraged in the interests of the people of India, and of the mercantile community trading between this country and our Eastern possessions.—I have, &c.,

A. GODLEY.

The Secretary, Treasury.

No. 3.

The GOVERNMENT OF INDIA to the SECRETARY OF STATE FOR INDIA, Simla, 21st June 1892, No. 160.

MY LORD,—In our Financial Despatch, No. 68, dated 23rd March 1892, we requested your Lordship to lend your support to any proposals that might be made by the United States of America, or by any other country, for the settlement of the silver question by international agreement. At the same time we called attention to the probability that, failing an international agreement, the United States would be forced to stop the purchase and coinage of silver, and we requested that Her Majesty's Government, in view of this contingency, should now take into consideration whether any, and, if so, what measures could be adopted for the protection of Indian interests.

2. Since that Despatch was written, we have learnt with satisfaction that Her Majesty's Government have accepted the invitation of the United States to take part in an international Conference to consider measures having for their object the more extended use of silver as currency, and that your Lordship agrees with us in the importance of Indian interests being properly represented.

At the same time, we cannot overlook the strong opposition to the introduction of the system of double legal tender into Great Britain that has been manifested in certain quarters; and we observe with regret that the Conference has been summoned to consider the question of the more extended use of silver as currency, and not for the purpose of considering the adoption of an international agreement for the free coinage of gold and silver, and the making of both gold and silver coins legal tender at a definite and uniform ratio.

3. We fear that a refusal on the part of Great Britain to adopt the system of double legal tender may be fatal to an international agreement for the free coinage of both gold and silver, on a sufficiently wide basis; and we believe that a limited increase of the quantity of silver used as currency will exercise a very trifling influence (if any) in raising, or preventing a fall in, the gold price of silver, while it will be wholly without effect in the far more important matter of preventing fluctuations in the relative value of the two metals. We great-

ly regret this state of affairs, both because we believe that no other country is so deeply interested in, or would benefit so greatly by a uniform standard of value throughout the civilised world as Great Britain, with her vast system of trade and the great extent of her finance, and because the final rejection of an international agreement for free coinage of both gold and silver will leave this country face to face with a problem of the greatest difficulty.

4. If the forthcoming international Conference fails to arrive at a satisfactory decision regarding the silver question, we apprehend that it will very soon be necessary for the United States to decide either to accept a silver standard, or to abandon the purchase and coinage of silver on a scale in excess of what is required to keep up the necessary subsidiary coinage.

If the United States abandon the attempt to maintain the use of silver as standard money, there must be an immediate and very great fall in the price of silver, which would re-act on the Indian exchanges, and increase indefinitely the rupee burden of our sterling obligations.

The recent fall in the rate of exchange has already imposed upon our finances a burden which we shall have some difficulty in meeting; and we cannot contemplate without dismay the prospect of another fall of indefinite amount, attended no doubt with great and sudden fluctuations in the gold price of silver, and to be followed possibly by further falls in the future.

It must also be remembered that, if the present conditions continue, the pecuniary difficulties of the Government of India will not be limited to the loss by exchange. The fall in silver causes distress to a very large number of our European officers of all services, but especially of the Army, who have to remit money to their families in England. This distress is rapidly becoming acute. It has been borne hitherto with great patience. But, in the case we have just supposed, we shall, unless the efficiency of the services is to suffer, find it necessary to satisfy, in a reasonable manner, claims involving compensation to a large amount.

5. We have carefully reviewed all the circumstance of the case, and we desire to place on record, for your Lordship's information, our deliberate opinion that, if it becomes evident that the international Conference is unlikely to arrive at a satisfactory conclusion, and if a direct agreement between India and the United States is found to be unattainable, the Government of India should at once close its mints to the free coinage of silver, and make arrangements for the introduction of a gold standard.

In arriving at this conclusion, we have been mainly influenced by a consideration of the fact that the abandonment of silver by the United States of America would involve the perpetuation of all the evils from which we have suffered during the last 20 years, and possibly their perpetuation in an aggravated form, unless steps are taken for the establishment in India of a gold standard.

We believe that public opinion in India is ripe for the adoption of decisive measures, that the stoppage of the free coinage of silver would be generally approved, and that we might safely count on receiving every reasonable assistance from the commercial and banking classes in the attempt to introduce a gold standard.

6. We forward as an enclosure to this Despatch a Minute by our honourable colleague Sir David Barbour, which gives an outline of the method he would propose to adopt for the introduction of a gold standard into India if such a measure should become necessary. It will be seen that he does not support the proposal to stop the free coinage of silver if the Conference fails and a direct agreement between India and the United States is found to be unattainable, but that he would adopt that measure as soon as it is evident that the United States will not adopt the free coinage of silver.

7. Our honourable colleague, Sir A. Miller, fears that, if all action be deferred until it is known to what conclusion the Conference will probably come, the effect of such knowledge on the silver market will be such as to make it then too late to act with effect. Failure on the part of the Conference to arrive at a satisfactory conclusion will find the Government of India in a very much worse position for introducing a gold standard, if it has not in the meantime taken steps to prepare the way by an alteration in the terms on which it coins silver for the public, than it is at the present moment. He thinks that measures ought to be taken at once which would enable the Government of India to close its mints against silver at any moment, and to introduce a gold standard if and whenever, from the course of proceedings at the Conference or otherwise, they may deem it desirable to do so.

8. It may, perhaps, be desirable to make known at some stage of the proceedings of the Conference our views regarding the introduction of a gold standard into India. But this question as well as the question of the expediency of India negotiating directly with the United States of America, as suggested in our telegram* of 19th May, may stand over until the Conference has assembled, and the representatives of India are in a position to report what the prospects are of a satisfactory solution being attained :—We have, &c.,

LANSDOWNE.
ROBERTS.
P. P. HUTCHINS.
D. BARBOUR.
A. E. MILLER.
H. BRACKENBURY.
C. H. CROSTHWAITE.

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* . . . We desire to call your Lordship's attention to para. 133 of Part II. of the Final Report of the Gold and Silver Commission, and to suggest that, failing an international agreement, it may be possible for India and the United States to come to a direct agreement as to coinage of silver. . . . We are of opinion that the time for a merely academic discussion of the problem is past, and urge that a determined effort be made to settle the question by the adoption of practical measures.

Enclosure in above.

Minute by the Honourable Sir DAVID BARBOUR, K.C.S.I.

In dealing with the currency of British India, it is necessary to draw a distinction between the active rupee circulation and the total number of rupees in existence. A large proportion of the rupees issued from the mints and not melted down are kept as permanent hoards, and fulfil none of the functions of money. This distinction cannot, however, be sharply drawn, as rupees are always liable to pass from hoards into the active circulation and *vice versa*. What I call the active rupee circulation may be held to include all the rupees which at some period of each year are used as money.

The total active rupee circulation has recently been estimated at Rx. 115,000,000.

Without accepting these figures as more than an approximation to the truth, they are sufficient to show that a gold standard with a purely gold currency is impossible in India. To establish a gold currency in India with a full legal tender currency composed entirely of gold it would be necessary to withdraw from circulation about 1,150 millions of rupees, to melt them down, and sell them for what they would fetch as silver bullion, and then to replace them by about 77,000,000*l*. worth of gold.

In the present conditions of India and of the silver and gold markets, this would be an impossible operation.

Moreover, a gold standard with a purely gold currency of full legal tender coins would not suit India (even if it were possible to introduce it), because the gold coins would in practice be of too great value to suit the vast majority of Indian transactions.

2. It follows, from what has been stated in the preceding paragraph, that, if we are to have a gold standard in India, a large proportion of the circulation must consist of silver coins, and these coins must be a legal tender to any amount. The example of France and other countries shows that it is possible to have a gold standard although a large percentage of the circulation consists of overvalued silver coins which are legal tender to any amount.

In order that the gold standard may be effective, a limit must, however, be placed to the number of such coins, and they must be convertible into gold coins, either without payment of premium or on payment of a trifling premium, whenever any person wishes for gold coins in exchange for silver coins.

So long as the silver coins are freely exchangeable for gold coins in accordance with their face values, the gold standard is effectively maintained.

3. I have no doubt that even with a gold standard the people of India would in almost all their transactions prefer to employ silver rupees. It is improbable that a gold coin of less than Rs. 10 in value would be issued in India, and such a coin would be quite unsuited for ordinary Indian transactions. Rs. 10 represents, generally, much

more than a cooly's wages for a month, and if a cooly received his wages in the form of a single coin he would immediately exchange it for smaller coins. We could not pay our soldiers or police in gold coins. Payments to the opium cultivators could not be made in gold; neither could the ryots pay their rents in gold.

There would, also, be a not unreasonable dread among the common people that gold coins might be of light weight, they would generally be unwilling to accept them, and for monetary purposes in ordinary life gold coins would hardly be used. This would be the case, I believe, even if gold coins of the value of only Rs. 5 each were issued.

4. It may, then, be taken for granted that with a gold standard the great bulk of the Indian currency must continue to be silver rupees and, that, for monetary purposes, there would ordinarily be no considerable demand for gold coins in exchange for silver. On the contrary, the demand for monetary purposes would rather be for silver coins in exchange for gold coins. Gold coins would only, as a rule, be required in exchange for silver coins, when gold was required for hoarding, for export, or to be melted down for ornaments.

It follows that with a gold standard India would require, and would use, a very large amount of silver rupees, and would neither require nor use a large number of gold coins.

Any gold coins that were put into circulation, and were not melted down or hoarded, would very quickly find their way into the hands of bankers and dealers in bullion, into the Government Treasuries, and into the Paper Currency Reserve.

5. For the purpose of introducing a gold standard into India, we might stop the free coinage of silver, adopt measures for accumulating a store of gold, and, when what was considered a sufficient stock of gold had been obtained, we might open the mints to the free coinage of gold, make gold coins a legal tender, and guarantee by means of our accumulated stock of gold the exchangeability of silver for gold coins according to their face values. I do not recommend this plan; the accumulation of a sufficient store of gold would be a measure too expensive for a country situated as India is, and, when it had been accumulated and the exchangeability of the silver coins for gold coins had been guaranteed by means of it there would be a very great risk of the whole stock of gold being drawn away in exchange for silver rupees. If this should happen, and I think it would happen unless our stock of gold was very large indeed, the gold standard would cease to exist, and we should find ourselves exactly where we started.

6. The only measures for the introduction of a gold standard into India which seem to me feasible are the following:—

(1.) The first measure would be the stoppage of the free coinage of silver. Government would retain the right of purchasing silver and coining it into rupees.

(2.) The next measure would be to open the mints to the free coinage of gold. Any man bringing gold to the mints would be entitled to have it coined into gold coins, which would be

legal tender to any amount. It would be desirable to stop the free coinage of silver some time before opening the mints to the free coinage of gold. It would be a valuable guide to us in subsequent proceedings to know exactly what effect the stoppage of the free coinage of silver had on the gold value of the rupee.

The new gold coins might be a 10-rupee piece and a 20-rupee piece.

7. The weight and fineness of the gold coins to be issued from the mint would be such that the par of exchange between them and the sovereign would be the exchange which it was desired to establish between India and England.

For example, if we wished the rupee to be worth 1s. 4*d*., the 10-rupee coin would contain as much gold as was worth (1s. 4*d*.) × 10 —160 pence.

The quantity of fine gold in the 10-rupee piece would be $\frac{160}{240}$ths or $\frac{2}{3}$rds of the quantity contained in the sovereign.

8. The question of the ratio at which we should change from the silver to the gold standard would require careful consideration.

We ought not to think of going back to the old ratio of 1 to 15½. Neither ought we to adopt the very lowest price to which silver may have fallen at any time, or to consider ourselves bound to accept the market ratio of the very moment at which the change was made. A ratio based on the average price of silver during a limited period before the introduction of the gold standard would probably be both the safest and the most equitable.

9. We may be quite sure that, on the introduction of the gold standard, bankers and bullion dealers away from the Presidency towns, and, perhaps, in the Presidency towns, would charge something for changing silver coins for gold ones. The general public, however, would very seldom require to make such exchanges; and, if all Government Treasuries were required to give gold coins for silver coins whenever it was possible for them to do so, there could not be any considerable premium on gold coins so long as there were such coins in the public Treasuries or in the Paper Currency Reserve, and the gold standard would, subject to the above condition, be effectively maintained.

10. After the above measures had been carried out, it might happen that no gold was brought to the Mints to be coined and put into circulation, and that the rupee fell in value below 1s. 4*d*.

Or, it might happen that though gold was brought to the Mints for a time and the rupee was worth 1s. 4*d*., yet subsequently gold ceased to be brought to the Mints, the gold coins disappeared from circulation and the rupee fell below 1s. 4*d*.

If gold were not brought to the Mint to be coined and put into circulation, or if gold coins disappeared and gold ceased to be brought to the Mints, it would be a sign that the rupee currency was redundant

or, in other words, that there were too many silver rupees in circulation, that consequently their value had fallen below 1*s.* 4*d.* each, that gold coins had been driven out of circulation, and that the gold standard was no longer effectively maintained.

The remedy in such cases would be to contract the rupee currency, and to adopt any feasible measure for improving the general financial position of the country. An improvement in the general financial position would give increased confidence, and the reduction of the rupee currency, if carried far enough, must ultimately restore the value of that coin.

11. The greatest danger from the cause just indicated would arise immediately after the first introduction of the gold standard, and would be brought about by silver rupees being returned into India from foreign countries, and by their being thrown into the active circulation from Indian hoards. I think that Indian rupees would certainly be returned to India from abroad when their value in India became greater than their bullion value, but I now doubt very much if Indian rupees would be largely brought out of hoards. It is more likely that existing hoards of rupees would practically remain unaffected. I formerly held a different opinion on this point, and believed that rupees would be largely brought out of hoards when they were given a value exceeding that of the metal contained in them.

12. The reduction of the rupee currency in the manner just indicated, if it became necessary, might or might not prove a very expensive measure. It could of course be spread over a number of years, but until it had been carried out to a sufficient extent the gold standard would not be effectively maintained. When the rupee currency had once been sufficiently reduced, I should not expect any serious difficulty in the future.

Looking to the increase of population in India, to the rapid opening out of the country, and to the comparatively small part which credit plays in Indian trade, it may fairly be held that even with a gold standard an increase of the rupee currency would be required every year, and that increase I place at not less than Rx. 1,000,000 yearly. It might be considerably more, twice or three times as much. When the coinage of rupees was stopped, any redundancy of the silver currency would be diminished yearly by this amount without any action on our part. It is also not impossible that rupees would continue to be withdrawn from the active circulation to be hoarded as at present; they would certainly be hoarded by persons whose savings were small. This cause would still further reduce any temporary redundancy of the silver currency at first starting. Of course while the reduction of the rupee currency was in progress we would not have an effective gold standard, but even during that period of uncertainty I should expect the exchange with England to remain much steadier than it has been during the last few years. It would cease to be blown up and down by every breath of speculation, and, if we could establish confidence in our measures, the rate of exchange would tend strongly towards the rate we had decided to maintain, and would only diverge from it under the pressure of real economic forces.

A nation that possessed a fairly satisfactory standard of value might well hesitate to expose itself even temporarily to the evils of an inconvertible standard, but no such argument applies in the case of India. We already labour under difficulties which are quite as great as those to which an inconvertible paper standard would expose us. The prospect of being unable for a time to effectively establish the gold standard need not, therefore, deter us from the attempt to do so, if we see a prospect of success in the future.

13. It is also possible that under certain conditions of trade there might be more gold brought to the Mint and put into circulation than was required for ordinary use as currency.

In that case the public would get rid of the gold coins by paying them into the Government Treasuries. Gold might accumulate in these Treasuries, and the Government could not, in practice, relieve the Treasuries by forcing gold coins on persons who preferred to receive payment in silver.

The proper remedy for any such accumulation of gold would be for the Treasuries to pass the gold coins into the Paper Currency Reserve, which could absorb several millions without difficulty, and the Paper Currency Reserve could be relieved, when necessary, by remitting the gold to England in payment of debts, its place being taken by silver rupees.

No serious difficulty arising from an over-supply of gold coins need, therefore, be feared.

14. It is important to consider what the additional demand for gold would be, owing to the establishment of a gold standard in India.

Taking the active circulation at Rx. 115,000,000, I think that gold coins to the value of one-fifth of that amount would be an ample proportion of the active circulation for the purpose of maintaining the gold standard. This would be Rx. 23,000,000 worth of gold, or, say, 15,000,000*l.* sterling. I believe that the gold standard would be maintained effectively with a smaller amount of gold, and that gold in excess of 15,000,000*l.* in the active circulation would be unnecessary and might be a source of positive inconvenience. When we had arrived at normal conditions, the yearly additions of gold required for the active currency would be small, and would probably not exceed 200,000*l.* yearly.

15. It is more than probable, however, that the substitution of a gold standard for a silver standard would lead to an increased use of gold instead of silver for hoarding. On the question of the extent to which this substitution of gold for silver would ultimately be carried, I am unable to offer any opinion.

Silver is at present used for hoarding (as a store of value) and for ornament. When it ceased to be the monetary standard of India it would be less suitable for hoarding, but it might continue to be largely hoarded in the form of rupees, and, on the other hand, silver bullion would fall considerably in value and price, and its greater cheapness

would tend to increase its use for purposes of ornament. It must be uncertain to what extent gold would begin to take the place of silver for hoarding and ornaments after the establishment of a gold standard, but in the first instance, at any rate, the extent of the change would probably not be considerable.

It is held by some that if a gold standard were established in India a great deal of the gold that is now hoarded or held in the form of ornaments would be brought to the Mints, coined, and put into circulation. I have never been able to accept this theory. Why should a native of India give up his habit of hoarding, or an Indian lady cease to take a pleasure in the wearing or possession of gold ornaments, merely because the Government of India had established a gold standard?

There is, however, a large amount of gold imported into this country every year, and there must always be a considerable amount of gold in the hands of bullion dealers. I think that if we had an effective gold standard it is very likely that all this gold, which is, as it were, waiting till the time for absorption arrives, would be coined and become part of the circulation for the time. To facilitate this result, I would propose not to charge any seignorage on gold coins.

16. In this paper I have dealt with the question of a gold standard for India from a practical point of view. Many objections, founded on considerations not of an immediately practical nature, may be raised to the introduction of a gold standard into India. Some of these objections appear to me to possess weight, others I believe to be imaginary. I have no hesitation in saying that an international agreement for the free coinage of both silver and gold, and for the making of them full legal tender at a fixed ratio, would be far better for India and all other countries than the establishment of the single gold standard, even if the latter course be possible.

Under the former system the worse result that could happen would be the disappearance of one of the metals from circulation, but this would only happen by the other metal taking its place and gradually driving it out, and under such circumstances all countries would have the same standard.

The general adoption of the system of double legal tender would be a perfectly safe measure, and would be a final settlement of the question. The attempt to establish a general gold standard is not free from risk. History affords instances of the establishment of a gold standard in one or more countries, but sooner or later the standard was changed. It may, however, be that the conditions of gold-mining have so greatly changed that a gold standard can now be maintained for an indefinite period.

17. With regard to the question of the expediency of attempting to introduce a gold standard into India, I do not go further than saying that, if a general agreement for the free coinage of both silver and gold at a ratio cannot be obtained, and if the United States does not adopt free coinage of silver, I think an attempt should be made to establish a gold standard in this country.

I believe that a perpetuation of the difference of monetary standards between England and her Indian Empire would be a source of incalculable mischief to both England and India, and that such a state of things should not be accepted until it has been proved by actual experiment to be absolutely unavoidable.

D. BARBOUR.

21st June 1892.

No. 4.

Telegram from the SECRETARY OF STATE to the GOVERNMENT OF INDIA, 24th July 1892.

With the view of my being in a position to judge of your proposal respecting a gold standard, I wish for your opinion regarding the probable effect of such a change upon prices in India, and also on the trade both as regards imports and exports, on industries, on the land and the opium revenue, on the railways, and on the debt contracted either in gold or in silver. Tell me also whether the claim of the officers for compensation would be affected by your proposal?

No. 5.

The GOVERNMENT OF INDIA to the SECRETARY OF STATE FOR INDIA, Simla, 2nd August 1892, No. 205.

MY LORD,—We have the honour to acknowledge the receipt of your Lordship's telegram of 24th July, quoted in the margin,* requesting our opinion as to the probable effects of the introduction of a gold standard into India.

Any discussion of the probable effects of such a change must, from the very nature of the subject, be of a somewhat speculative character, and we would suggest for your Lordship's consideration that a more satisfactory judgment on the general question of the probable effects of a change from a silver to a gold standard can be formed by examining the actual working of the gold standard in England, France, Germany, and other countries where that standard prevails, rather than by a consideration of any theoretical arguments which we may be able to bring forward.

From the fact that Roumania has recently adopted a gold standard, and that the Austro-Hungarian Empire is making arrangements to follow the same course, we infer that the working of the gold standard has been found by experience to be not unsatisfactory in Europe; and, if we are right in this view, we see no reason to doubt that gold would prove to be equally satisfactory as a monetary standard in India. In Java also we understand that the system we propose has not been injurious to the interests of that country. Six years ago it was held by a few persons that Java had suffered by comparison with the

* See No. 4.

neighbouring countries which have a silver standard, but we believe that fuller experience has demonstrated this view to be erroneous, and that the change of standard has in no way arrested the development of trade and industry. Your Lordship, however, is in a position to obtain much fuller and more accurate information on these points than is at our disposal, and we will confine ourselves to stating the views which we hold on the specific questions which have been put to us in the telegram of 24th July.

2. It is generally recognised that money is required to perform four separate and important functions, according as it is employed as (1) a medium of exchange, (2) a store of value, (3) a common measure of value, and (4) a standard of value for deferred payments.

We see no reason to doubt that, as a medium of exchange, gold, supplemented by silver coins and notes, would prove thoroughly satisfactory in India, while it is well suited for the purpose of storing value, since it possesses great value in little bulk, and appears less likely to depreciate than any other metal which could be adopted as the standard.

As a common measure of value, gold would possess the inestimable advantage of giving India the same measure of value as England; the existence of a common monetary standard in England and in India would facilitate both the import and export trade, by preventing excessive fluctuations in exchange; would encourage the flow of English capital to India, and would consequently facilitate the construction of railways by private enterprise and stimulate all industries; with gold as the Indian standard the rate of interest payable on the present silver debt of India could also be largely reduced.

3. It is only with regard to the possible results of adopting gold as the standard of value for deferred payments, that there can be any room for doubt regarding the expediency of the introduction of a gold standard into India.

On this point we have already said that your Lordship is in the best position to form a judgment. If gold has proved to be a satisfactory standard of value for deferred payments in Europe, we see no reason why it should not be equally satisfactory in India.

It is of course possible for those who hold that there has hitherto been no appreciation of gold, to argue that there might now be appreciation if India adopted a gold standard. We are not disposed to attach much force to this argument, unless it can be shown that there has already been an injurious appreciation of gold in Western countries. If the adoption of a gold standard by Germany and the United States and other countries of less importance, and the closing of the Mints of the Latin Union to the free coinage of silver, have not caused an injurious appreciation of gold, we do not apprehend that the adoption of a gold standard by India would be attended with serious results. We understand that the Austro-Hungarian Empire is preparing to adopt a gold standard, and that this example will probably be followed by other nations; and we see no reason to suppose that worse results would attend the adoption of a gold standard by India than have followed the change of standard in Germany or

the United States, or than would now follow in the case of the adoption of a gold standard by Austria-Hungary or any other country of equal extent. It will be obvious to your Lordship that, if the gold standard is to be universally adopted, India will be placed at a disadvantage, if she is not allowed to make the change until every other country has supplied itself with the gold which it requires for this purpose.

4. Apprehensions have been expressed in many quarters that the introduction of a gold standard in India would involve a serious disturbance of existing contracts and financial obligations, and a dangerous derangement of the course of trade. We desire, however, to have it clearly understood that, if it were decided to adopt a gold standard in India, we should propose a rate for the transfer from silver to gold which did not greatly differ from the market ratio of the day. We are of opinion that in such case the adoption of a gold standard would not have any serious effect in lowering prices, or reducing the rate of growth of the land revenue, and that it would not materially affect either the opium revenue, or the burden of our gold or silver debt.

5. Even if we assume that there has been, or may hereafter be, some appreciation of gold, your Lordship will not fail to observe that India, after, substituting a gold standard for a silver one, will be in a better position to withstand the possible effects of any future appreciation than the countries which have always had a gold standard, or which have adopted a gold standard at the old ratio of 1 to 15½ or 1 to 16. In the present day we should propose a ratio for conversion probably not greatly differing from 1 to 20, and India would consequently escape the effects of any appreciation of gold which may have, wholly or partially, led to the alteration of the ratio of value from 1 to 15½ to 1 to 20. Such countries as England, Germany, France, and the United States, would have to bear the cumulative effects of both the past and the future appreciation of gold; and, if the prospect of a possible appreciation of gold does not afford sufficient reason to justify any modification of their standard, *à fortiori* such possibility of appreciation does not afford a valid excuse for preventing a change of standard in India on the conditions we have proposed.

6. In the telegram which we have quoted in the opening paragraph of this Despatch, your Lordship inquires how our proposal would affect the proposed claim for compensation. We understand your Lordship to refer to the remark in paragraph 4 of our Despatch, No. 160, dated 21st June last, in which we stated that the distress of large numbers of officers of our European services owing to the fall in exchange is rapidly becoming acute, and that, unless the efficiency of the services is to suffer, we may be compelled to satisfy claims involving compensation to a large amount. In reference to this matter we desire to explain that, if the ratio at which we pass from the silver to the gold standard approximates to the ratio now prevailing, the question of compensation will stand approximately where it stands at this moment, and that in any case there could be no further fall after the gold standard was effectively established, and consequently no claim for compensation on account of future falls in the exchange value of the rupee could arise, such as we must expect if the exchange value is not fixed.

7. We take this opportunity of again calling your Lordship's special attention to the extreme gravity of the present position—a position so fraught with danger that inaction involves at least as great risk and as much responsibility as would the undertaking of an enterprise even more hazardous than the introduction of a gold standard into India.

A great fall has already taken place in the value of the rupee as compared with the pound sterling, and sudden and violent fluctuations have been far from unfrequent. Nevertheless, we have neither as yet seen the end of the fall, nor are we able to look forward to any time at which the fluctuations may be expected to cease.

On the contrary, if the approaching International Conference does not arrive at a satisfactory settlement of the question, we shall probably experience very shortly a still greater fall in value and more violent fluctuations than any that have occurred in the past. Without a change of standard, we can never hope to secure any guarantee against further falls and continual fluctuations.

It is under these circumstances that we have, after full consideration, proposed to your Lordship that, on the occurrence of a certain contingency, immediate steps should be taken to introduce a gold standard into India, and we trust that our proposals will obtain your Lordship's full support, and will be pressed on Her Majesty's Government in view to a prompt and final settlement of the question.

8. It would, we submit, be wholly unreasonable if, in face of the calamities which we are now experiencing and of the still greater calamities which are likely to come upon us in the future, and of the fact that our difficulties must continue until England and India have the same standard of value, Her Majesty's Government were to prevent the Government of India from making an attempt to introduce a gold standard into this country on the ground of the actual or possible appreciation of gold, and were at the same time to refuse to support the proposal for a general system of double legal tender, on the ground that there had been no appreciation of gold in the past and that there was no likelihood of any such appreciation in the future. If Her Majesty's Government are not prepared to accept the proposals which we have advocated for more than ten years as the best remedy for our difficulties, we consider that they ought not now to refuse to let us adopt the only other remedy open to us, namely, the adoption of the same monetary standard as that of the country with which we have our most intimate financial and commercial relations, that standard being, as we understand, considered by Her Majesty's Government to have worked so satisfactorily in England that they are not prepared to encourage any hope of a departure from it being approved by them.—We have, &c.,

LANSDOWNE.
ROBERTS.
P. P. HUTCHINS.
D. BARBOUR.
A. E. MILLER.
H. BRACKENBURY.
C. H. T. CROSTHWAITE.

No. 6

The SECRETARY OF STATE FOR INDIA to the GOVERNOR-GENERAL OF INDIA IN COUNCIL, 2nd June 1893, No. 106.

MY LORD MARQUIS.—I enclose, for the consideration of your Excellency's Government, a copy of the report which I have received from the Committee which I requested to advise me upon the question of the currency of India, and I shall be glad to receive your opinion upon it at the earliest possible date.—I have, &c.,

KIMBERLEY.

No. 7.

Telegram from the SECRETARY OF STATE to the VICEROY, 7th June 1893.

The purport of the Currency Committee's recommendations is as follows :—They accept your proposals for closing the mints and adopting a gold standard; but they recommend that a simultaneous announcement be made that the mints, although closed to the public, will be used by the Government in order to coin rupees in exchange for gold at the ratio of sixteenpence to the rupee, and that gold will be received at Government treasuries at the same ratio. The object is to guard against a sudden and considerable rise of exchange; but the Committee think that hereafter the ratio might be raised, if circumstances should make it advisable. They do not feel themselves able to indicate any special time or contingency when your Government should take action, but they think it should be in the discretion of your Government, with the approval of the Secretary of State in Council, to take the requisite steps if, and when, it appears to them and to him necessary to take action. The Chairman, while otherwise signing the Report, abstains from joining in the recommendations, because the final decision must rest with the Cabinet, of which he is a member. The other six members concur in the recommendations, but four of them add separate notes, to the following effect :—Mr. Courtney would have preferred bi-metallism. Sir Thomas Farrer and Sir Reginald Welby urge the formation of a gold reserve. Mr. Currie objects to any announcement of a ratio, and would merely close the mints, leaving in other respects full discretion to your Government to act subject to my approval. Her Majesty's Government think it advisable that you should not telegraph your opinion until you have the Report in your hands, but would be glad that you should telegraph it as soon as possible after you have received and considered the Report of the Committee.

No. 8.

Telegram from the SECRETARY OF STATE to the VICEROY, 7th June 1893.

(Extract).

The draft report which was sent to you on the 26th of May is virtually identical with the report as signed. Perhaps, after considering the draft, you may be able to telegraph your opinion, without waiting for the arrival of the signed copy.

No. 9.

Telegram from the VICEROY to the SECRETARY OF STATE, 15th June 1893.

The draft Report of Lord Herschell's Committee has been received and considered by us. The proposals stated in my telegram of 22nd January last, and embodied in the draft Bill subsequently forwarded, were:—To close the Indian mints to the free coinage of silver while retaining the power of coining silver rupees on account of Government, and to take power to declare by notification that gold coin which is legal tender in England shall be legal tender in India at a rate of not less than 13½ rupees for one sovereign. We understand from paragraph 155 of the draft Report that the Currency Committee accepts our proposals, but that it further recommends that the closing of the mints to the free coinage of silver should be accompanied by an announcement by the Government that till further notice, gold will be received at the mints in exchange for silver rupees at the ratio of 1s. 4*d.* per rupee, and also that sovereigns will be received in payment of public dues at same rate. This modification we accept, considering that, on the whole, sufficient reasons are shown for preferring it to the proposal which we originally made, that free coinage of silver should be stopped, and the course of events awaited before dealing in any way with the question of rate of exchange. We concur in the Committee's opinion, expressed in paragraph 135, that the object of resorting to the closing of the mints is to prevent a further fall, rather than to raise the gold value of the rupee; the proposal made in our telegram of the 22nd of January, was intended to fix a maximum limit beyond which exchange should not, under any circumstances, be allowed to rise, and we should have been prepared to accept a lower ratio if the results of closing the mints should have shown the expediency of such a course. We, therefore, think that the announcement proposed in paragraph 155 of the Committee's Report is desirable, and we attach much weight to the arguments in support of the proposal contained in paragraph 150. Its adoption will probably occasion less apprehension and inconvenience to commercial interests than our own recommendation. Compared with the fluctuations which trade has experienced during recent years, a rise from the present rate to 1s. 4*d.* will not be serious. The arrangement for giving out gold in exchange for silver rupees, and for receiving gold coin in payment of Government dues, could either be brought into effect by executive order, or the necessary provision might be made in the Bill; but we prefer the former course. As soon as your Lordship has arrived at a decision, we trust that if you concur with the Committee you will authorise us immediately to take the necessary action. If the scheme is supported not only by the weighty authority of the Committee, but by the concurrence of Her Majesty's Government, the Government of India, and the influential commercial interests which have declared themselves in favour of this policy, we submit that effect should be given to it at once without further discussion. Suspense would be injurious, and it is unlikely that any information at all comparable in value with that already before your Lordship will be elicited here. Sir Philip Hutchins and Sir Alexander Miller prefer the original proposal made by the Government of India, but are willing to accept the Committee's modification.

No. 10.

Telegram from the SECRETARY OF STATE to the VICEROY, 20th June 1893.

We have considered your letter of the 21st of June 1892, and your telegram of the 15th instant, respecting currency. Her Majesty's Government have decided to approve the proposals of your Government to close the mints to free coinage and to make arrangements for the adoption of a gold standard, subject to the modifications recommended by Lord Herschell's Committee, which your Government have accepted. You are, therefore, empowered forthwith to take the necessary steps.

SALE OF BILLS ON INDIA. CORRESPONDENCE BETWEEN THE VICEROY OF INDIA AND THE SECRETARY OF STATE FOR INDIA.

No. 1.

Telegram from the VICEROY to the SECRETARY OF STATE, 30th June 1893.

Apprehension and uneasiness have been caused in commercial circles by your sales of bills this week at lower rate than 1s. 4*d*. the rupee. If you think it inexpedient to fix a minimum, we would suggest that moderate amount should be offered at weekly sales, and that extra allotments either should be refused altogether, or granted only on such terms as would make their cost equivalent to what would be incurred by exporting gold to be exchanged for rupees at Indian mints.

No. 2.

Telegram from the SECRETARY OF STATE to the VICEROY, 30th June 1893.

I think it inexpedient to fix a minimum rate for exchange. The proposals of the Committee, accepted by your Government, were to stop free coinage, and in order to prevent an assumed convulsion of trade through too rapid rise, to allow gold to be received at 1s. 4*d* per rupee. I propose gradually to reduce drawings, but action must depend on requirements of Home Treasury.

No. 3.

Telegram from the VICEROY to the SECRETARY OF STATE, 1st July 1893.

Your telegram of 30th June. Council Bills. Have you decided to stop extra allotments? There is a strong feeling against them in India. We think it desirable that gold standard should be made effective as soon as possible, and we see nothing in Report of Committee by which we are precluded from doing so, provided that limit of 1s. 4*d*. per rupee is maintained.

No. 4.

Telegram from the SECRETARY OF STATE to the VICEROY, 14th July, 1893.

In reply to your telegram of the 1st, about bills. Considering the requirements of the Home Treasury, which will average 52 lakhs a week, at 16 pence per rupee, I cannot undertake the risk of holding out for that rate, and I must exercise discretion as to the manner in which bills shall be sold. Though silver will no longer compete with bills on India, gold may compete.

No. 5.

Telegram from the VICEROY to the SECRETARY OF STATE, 7th July, 1893.

In reply to your telegram of the 4th, about bills. It is fully recognised that in the sale of bills you must exercise your discretion and be guided by circumstances. In the present unsettled condition of things, however, the market appears unable to settle upon a suitable or indeed, upon any rate of exchange, and it is inclined to follow your lead. We strongly recommend that you should, for the next few months, sell bills in the manner which, in your judgment, will give to exchange the maximum possible amount of stability. Some months must elapse before the closing of the mints will produce its effect on exchange, and it is very desirable, in the meantime, that fluctuation should be prevented as far as is possible.

No. 6.

Telegram from the VICEROY to the SECRETARY OF STATE, 20th August, 1893.

Following telegram received from Bombay Chamber of Commerce. "At a meeting of Committee specially held to-day to consider sale of "telegraphic transfers made yesterday, it was resolved to respectfully "address Government deprecating the action of the Secretary of "State for India in selling at 1s. 3$\frac{1}{4}$*d.* the rupee. The sale has "shaken confidence of public in power of Government to effect object "of recent currency legislation, and, in the opinion of Committee, "has been made at inopportune moment, before Indian export season has opened, and therefore before Government policy has had fair trial." Secretary and Treasurer of Bank of Bengal describes feeling at Calcutta as extremely strong in all branches of business. In letter on same subject President, Indian Currency Association, says the result of this sale has created nothing short of panic in commercial circles at Calcutta, Bombay, and Madras. He urges you should meet your wants to some extent by permanent loans, and you should refrain from selling bills until you can do so at 1s. 4*d.* per rupee. We fully recognise objections to raising a loan, especially over funds available in India; also objections to fixing minimum for bills, but state of affairs in India at the present time is exceptional altogether, and there

is much to be said in favour of fixing a minimum to be publicly announced, below which you would undertake not to sell until December, and of borrowing in England some two millions sterling, and announcing that drawings this year would be reduced by that amount. If you think that until December your requirements cannot be met by suggested loan, if minimum is declared at 1*s.* 4*d.* per rupee, you might fix lower minimum, announcing at the same time intention to raise it gradually to 1*s.* 4*d.* per rupee. We are strongly of opinion that, in any circumstances, it will be advisable that you should refuse to grant special allotments between weekly drawings at a lower rate than 1*s.* 4*d.* per rupee. We are satisfied that course as above stated would have a good effect in India, should you find it practicable to adopt our suggestion.

No. 7.

Telegram from the SECRETARY OF STATE to the VICEROY, 23rd August 1893.

I have received your telegram of the 20th August about bills. I am afraid that you do not realise the position. If no bills should be sold before December, it will be necessary to borrow 5,000,000*l.* at a time when the market is very unfavourable; and in order to meet the further requirements of the Home Treasury up to the 5th of January, I shall be obliged in December to sell 99 lakhs each week at 1*s.* 4*d.* per rupee. Therefore I cannot announce a minimum rate. The object of the recent currency legislation was to arrest the further fall in exchange which appeared to be imminent at that time.

No. 8.

Telegram from the VICEROY to the SECRETARY OF STATE, 25th August 1893.

Your telegram of 23rd August. We are of opinion that the result of publicly announcing a low minimum, say 1*s.* 3*d.* per rupee, would not be that no bills would be sold, but that, on the contrary, you would sell in the next few months more than there is any prospect of your selling under existing arrangements. It would not be necessary therefore to borrow nearly so much as 5,000,000*l.* if you adopt this suggestion. Existing uncertainty causing the mercantile community heavy loss, and hampering trade generally, thereby reducing demand for your bills.

APPENDIX C

SILVER IMPORTED BY EXCHANGE BANKS AFTER CLOSING OF THE MINTS.

Telegram from the SECRETARY, BOMBAY CHAMBER OF COMMERCE, to the SECRETARY to the GOVERNMENT OF INDIA, Department of Finance and Commerce, SIMLA,— Dated 28th June 1893 :—

"At a Special Meeting of Committee held this morning to consider position of Exchange Banks with reference to silver bullion arrived and in transit prior to passing of special Act on Monday, it was resolved that the Committee of Chamber should respectfully address Government in support of the Banks' claims that silver be admitted to free coinage. The information placed at disposal of Chamber by the Banks, goes to show that the silver in question has been bought and shipped to meet the legitimate requirements of trade and not for purposes of speculation. This being so, Committee are of opinion that Banks have an equitable claim to have their silver admitted to free coinage. The existing position is causing considerable disturbance to trade, which will be intensified should Government adhere to their refusal to accept this silver at the Mint."

BOMBAY CHAMBER OF COMMERCE, 3*rd July* 1893.

THE SECRETARY TO THE GOVERNMENT OF INDIA, DEPARTMENT OF FINANCE AND COMMERCE, SIMLA.

SIR,—I have the honor, by direction, to confirm the telegram despatched to you on the 28th ultimo, as per copy annexed, respectfully submitting that, in the opinion of the Committee of the Chamber, the Exchange Banks had an equitable claim on Government to have their silver bullion arrived in or in transit to India at the time of the passing

of the special Act to amend the Indian Coinage Act of 1870, and the Indian Paper Currency Act of 1882, admitted to free coinage, on the same terms as would have been available to them before that Act had become law.

2. As shortly stated in the telegram, the main reason which induced the Committee to support the claims of the Banks, after a very careful consideration of the matter in all its bearings, was the fact that the information placed at their disposal by the Banks went to show that the silver in question had been bought and shipped to meet the legitimate requirements of trade and not for purposes of speculation; and if this can be proved to the satisfaction of Government, the Committee venture to think that the Banks are justified in claiming to be placed in the same position as they would have been in if the special Act had not been passed, and not to any lesser measure of compensation.

3. My Committee have no objections to offer either as to the secrecy observed by Government regarding their intentions or the promptitude with which they were carried into effect; on the contrary, they freely acknowledge that granted the measure was advisable in the interests of the country at large, it was incumbent on Government to pass it into law in such a manner as to prevent their action being anticipated and trade disorganised by speculation. This—so far as it lay within the power of the Government of India—was effectually accomplished, as, notwithstanding persistent rumours as to the closing of the mints against silver, and a strong speculative demand for Government Paper in London during the previous three weeks, which naturally exercised a strengthening effect on Exchange, the sterling value of the rupee in Bombay and Calcutta, at the very moment the amending Bill was being passed by the Council of His Excellency the Viceroy in Simla, stood at 1s. $3\frac{5}{32}$d.

4. It must be admitted there was nothing in this position which would have warranted the Banks in anticipating the immediate closing of the Mints; on the contrary, with the exception of unauthorised and irresponsible rumours on which no prudent men of business would have been justified in acting, everything pointed in the

opposite direction, or at all events warranted the belief that no action would be taken without safe-guarding the interests of legitimate traders.

5. So recently as 16th June, Her Majesty's Under-Secretary of State for India had stated in Parliament, in reply to a question by Sir W. Houldsworth "that an Act of the "Council of India would be required before the Indian Mints "could be closed, but pending this the Government could "extend the period for certificates for the delivery of "silver coin." This, if it meant anything at all, could only be interpreted as indicating that if the Indian Mints were closed against free coinage it would only be in such a manner and under such precautions as would protect legitimate and innocent importers of silver from being subjected to unexpected loss, and was certainly so interpreted at the time by the mercantile community here.

6. Unless, therefore, the entire trade of the country was to be so materially restricted as to be practically brought to a standstill for an indefinite period, the Banks were not only justified, but their obligations to their constituents—the mercantile community—compelled them to go on purchasing bills so long as they could do so without undue speculative risk; or, in other words, so long as they could simultaneously lay down funds for the purpose by the purchase of Council drafts or silver, and this, they contend, is precisely what they have done, neither more nor less.

7. The comparatively large amount of silver arrived and afloat at the time of the closing of the Mints, when the export season is undoubtedly drawing to a close, might at first sight appear scarcely in accordance with this contention, but the heavy sales of Government Paper to London must be taken into account; and the broad fact remains that the Banks are in a position to show that their silver purchases were, when the Act was passed, covered by bills payable in Europe, bought on this side.

8. Nor in this connection must the important point be lost sight of that the heavy imports of silver were not made at the expense of a diminished demand for the Secretary of State's bills on India. The claims of the Banks to the fullest consideration on the part of Government might,

to some extent, have been prejudiced had it been apparent that they were only buying silver as a means of remittance to the exclusion of Council drafts, but this objection vanishes when it is seen that the Secretary of State has been able to sell by drafts and transfers between 1st April and 30th June a total of Rs. 9,32,57,187, or an average of Rs. 71,73,629 per week as against the nominal offerings of Rs. 60,00,000 per week.

9. The Committee of the Chamber are aware from what has transpired through the public press and elsewhere that in the interval which has elapsed since the despatch of their telegram, Government have indicated their willingness to consider the claims the Banks may submit, and this assurance has already exercised a favourable effect on trade which otherwise showed symptoms of possible serious disturbance as the result of the refusal to receive the silver at the Mints. And my Committee now venture to hope that, for the reasons they have the honor to advance, His Excellency the Governor-General in Council may be pleased to afford the further relief which would ensue from admitting the bullion in question to free coinage, to which they consider the Banks and other importers in a similar position can in all fairness lay claim.

10. With reference to the position of the latter, the Committee take the liberty of appending herewith representations received from Messrs. E. D. Sassoon and Co., and Messrs. David Sassoon and Co., respecting the effect the closing of the Mints will exercise on their remittances from China for proceeds of Cotton Goods and Yarns and Opium shipped by them, and the Committee would respectfully submit that their case may be dealt with by Government on the same basis as may be ultimately conceded to the Exchange Banks.

11. Although not directly bearing on the question at issue as between the importers of silver and Government, the Committee of the Chamber would take the liberty of pointing out that the decision arrived at may be not without important influence on the successful operation or otherwise of the new Act in attracting gold to the Government Treasury. The Act, it is authoritatively stated, is merely provisional, and at no distant date it may be found expedient to fix another and a lower rupee value to the

sovereign. Should therefore the decision of Government in regard to the silver at present shut out from the mints be adverse, importers of gold will have no guarantee that they may not find themselves any day in a similar position and the sovereigns they had bought on the assumption that they would purchase 15 rupees might on arrival prove to be worth only Rs. 13-8. That the existence of this possibility would act prejudicially to the ultimate object Government have in view can scarcely be gainsaid, and whatever be the eventual decision arrived at on the subject matter of this representation, my Committee would respectfully suggest that in event of any change being hereafter announced in the rupee rate fixed for gold, not less than a month's notice should be given before such alteration takes effect.—I have, &c.,

JOHN MARSHALL, Secretary.

No. $\frac{A}{2937}$

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

SIMLA, *the 10th July* 1893.

To the AGENT, CHARTERED BANK, BOMBAY, as representing the Exchange Banks.

SIR,—In continuation of previous correspondence, I am directed to address you as follows on the subject of the silver shipped for India on or before the 26th June which was not in time to be received in the Mints for coinage under Sections 19 to 26 of The Coinage Act 1870 before their repeal by the Coinage and Paper Currency Act 1893.

2. I am directed to say that orders will be passed on each claim separately and that the quantity of silver covered by each claim which may be accepted by the orders passed with reference to it will be received by the Mints: the Mint Master will, after premitting and assaying in the usual manner, furnish to the Bank concerned a certificate of the amount of silver of standard fineness received by him; and the Accountant General, Bombay, in Bombay, or the Comptroller General in Calcutta will, on that certificate, pay to the Bank concerned the number of rupees which is equivalent to the sterling value (or dollar value when bought for dollars) of the quantity of silver at the price paid by the Bank for the silver on its purchase, converted at the telegraphic rate of exchange between rupees and sterling quoted by the Bank of Bombay for Bombay, or

the Bank of Bengal for Calcutta on the day of payments. The amount payable on each certificate will be paid either on presentation or after such interval of time as the Comptroller General may from time to time prescribe.

3. The following claims have been accepted by the Government of India, namely :—

Name of Bank.	Quantity of silver in ounces of standard fineness (as stated in the claim).	Price paid for standard ounce.
Hongkong and Shanghai Bank (Calcutta Agency)	32,680	38⅛d.
Imperial Bank of Persia (Bombay Agency).	63,934	37⅞d.
Comptoir National d'Escompte de Paris (Bombay Agency)	79,789	38¼d.

These amounts may now be presented to the Mint. The amounts included in claims of Exchange Banks which still remain to be verified and accepted may also be presented to the Mints on the same conditions, on the Banks giving proof to the Mint Master that the vessel in which they were shipped for India sailed from the port of departure on or before the 26th June last: the acceptance of these amounts by the Mint Master will be subject to the orders to be passed regarding each. Orders on each claim will be passed as soon as the necesary particulars and explanations have been fully furnished.

4. I am to say that the Bombay Mint will receive the silver at the rate of only three lakhs of tolas a day, and the Calcutta Mint at the rate of only 2½ lakhs of tolas a day, and to request that the Banks may arrange among themselves in what order their several consignments of silver should be presented to the Mints at Calcutta and Bombay, so that the quantities presented each day may not exceed 3 lakhs of tolas at Bombay and 2½ lakhs of tolas at Calcutta. The Mint Masters should be informed of the arrangements made in this respect, and of the quantity which will be tendered daily by each Bank at each Mint up to the aggregates mentioned above.—I have, &c.,

J. F. FINLAY,
Secretary to the Government of India.

Telegram from the Government of India, Department of Finance and Commerce, to the Agent, Chartered Bank, Bombay ; dated Simla, 12th July 1893 :—

In paragraph 2 of my letter No. 2937, dated 10th instant, between the words "sterling" and "quoted" please insert the words "or between rupees and dollars," in brackets.

BOMBAY, 28 *th June* 1893.

To the SECRETARY, BOMBAY CHAMBER OF COMMERCE, BOMBAY.

DEAR SIR,—We beg to bring to your notice that in the course of business we receive the proceeds of our shipments of Twist, Cotton Piece Goods & Opium in gold and silver from Shanghai and Hongkong. But owing to the sudden passing of the Act on Monday, the 26th instant, whereby the Mints are closed against coinage of silver, would render the Sycie and Dollars which are in transit from China almost unsaleable here, and would entail a serious loss on us unnecessarily. We therefore beg to ask the assistance of your Committee to represent the matter to the proper authorities, in order that they may, in common fairness, accept our bullion exported from Shanghai and Hongkong before Monday last, which are on their way to India. We remain, &c.,

DAVID SASSOON & Co.

BOMBAY, 28*th June* 1893.

To THE SECRETARY, BOMBAY CHAMBER OF COMMERCE, BOMBAY.

DEAR SIR,—We have to request that you will as soon as practicable lay this letter before your Committee, and we trust that the Committee on our behalf, and on behalf of other traders with China, who may be similarly situated, will see their way to at once send a strong representation on the subject to H. E. the Viceroy.

It will probably be known to your Committee that a large proportion of the trade of India with China has for many years been carried on by ourselves and others by the despatch of Yarns, Piece-Goods and Opium from Bombay and Calcutta, the return proceeds being received usually by Bank Bills, telegraphic or demand. Since the uncertainty regarding the result of the Herschell Committee's recommendations, it has been impossible in Hongkong and Shanghai to get any Exchange Bank to grant remittances on British India, and there was, therefore, during the uncertainty, no other way for ourselves and others to get their funds returned from China to India except by the despatch of silver bullion, which course had to be resorted to. Owing to the sudden closing of the Mints, this bullion is now practically excluded and worth here merely the depreciated market value of silver. As this bullion was all being brought from China in the ordinary and legitimate operations of trade and return remittance, and as owing to the state of affairs created by the uncertainty of the Herschell Committee no other form of remittance from China was possible, your Committee will doubtless see their way to make a strong representation to H. E. the Viceroy, that all silver *bona fide* shipped from China before the passing of the Act for the closing of the Mints should be admitted for coinage as before.—We are, &c.,

E. D. SASSOON & Co.

BOMBAY CHAMBER OF COMMERCE, *28th June* 1893.

MESSRS. E. D. SASSOON AND CO. AND MESSRS. DAVID SASSOON AND CO.

DEAR SIRS,—In reply to your letter of to-day's date, I am directed to inform you that the Committee of the Chamber have to-day telegraphed to the Government of India, Simla, supporting the claim of the Banks to have their silver shipped to India before the passing of the Act on Monday last, admitted to free coinage. Should Government concede this, there can be no doubt that the concession would also be applicable to your imports from China, as the principle involved is identically the same.

I shall communicate to you immediately any information received from the Government of India.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX D.

THE INDIAN MERCHANT SHIPPING BILL, 1892.

No. 20 OF 1893.

MARINE DEPARTMENT,

BOMBAY CASTLE, 24*th January* 1893.

From the SECRETARY TO GOVERNMENT,

To THE CHAIRMAN, BOMBAY CHAMBER OF COMMERCE.

SIR,—I am directed to forward herewith a copy of the papers noted on the margin, and to request that you will have the goodness to favor Government with the opinion of the Chamber on the provisions of the Bill, (except as regards Part X).

A Bill to consolidate and amend certain Indian enactments relating to merchant shipping and the carriage of passengers by sea, with Statement of Objects and Reasons and a note on the Bill by Mr. F. G. Wigley, Barrister-at-law.

2. I am also to request that Government may be favored with the views of the Chamber on the points mooted in paragraph 2 of the letter from the Government of India, No. 97, dated 10th instant, a copy of which is attached.

3. Fifteen copies of the Bill and of its accompaniments are herewith sent for distribution to shipowners and firms interested in shipping.—I have, &c.,

C. A. CUNNINGHAM, Brigadier-General,
Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

THE principal object of this Bill is to consolidate the India Statute law relating to merchant shipping and the carriage of passengers by sea. The necessity for such consolidation has long been felt, and two attempts in this direction were made in the years 1867 and 1882. The Bill prepared in 1882 was merely a measure of partial consolidation, but the Bill of 1867 was designed to consolidate the whole Statute law. The last mentioned Bill was abandoned pending the consolidation by Parliament of the English Statutes relating to merchant shipping, many of the provisions of which apply to India in common with the rest of Her Majesty's dominions. Legislation in England is, however, still delayed, and under the circumstances it is desirable to defer no longer the re-enactment in a single Act of the various Acts of the Indian Legislature.

2. The present Bill embodies many provisions of the English Merchant Shipping Acts, 1854 to 1892, which have not hitherto been dealt with by Indian legislation, which can be so dealt with, and which it appears desirable to repeal or re-enact in a Bill, like the present, for consolidating and bringing up to date the Indian Statute law. But, on the other hand, it necessarily leaves outstanding many provisions of those Acts which apply to India, and which it is beyond the power of the Indian Legislature to repeal or re-enact. It is intended, when the present Bill has been passed, to publish a new edition of Mr. Pearson's Digest of the Merchant Shipping Law applicable to India, in which all the English Statute law excluded from the Bill will be arranged in a convenient form *side* by side with the cognate clauses of the Bill.

3. The opportunity afforded by the present Bill has been taken to make various amendments in the Indian law which have been suggested by experience. These are, as far as possible, printed in italics, and a few of the more important of them are noticed in the following paragraphs. Statements are annexed, showing corresponding clauses of the existing Acts (Indian and English), and the Bill in parallel columns, and explaining the abbreviated references in the margin of the Bill to the Bills of 1867 and 1882 and the Statutes.

4. The subject of registration is one of the most important and difficult of the subjects dealt with by the Bill, and it is desirable to explain the position in some detail.

5. The Statute 3 & 4 Vict., c. 56, sections 3 and 4, conferred the following powers on the Governor General of India in Council :—

(*a*) power to declare that ships built within the limits of the Charter of the East India Company, being owned by Her Majesty's subjects for whom the Governor General in Council has power to legislate, and belonging to British Indian ports, shall be deemed to be British ships for all purposes of trade within the said limits, including the Cape of Good Hope and the territories and dependencies thereof ;

(*b*) power, upon such declaration being made, to make regulations—

(*i*) concerning the registering, licensing and ascertaining the ad-measurement of the tonnage and burden of such ships, and

(*ii*) generally for the trading of such ships within the limits aforesaid ; and

(*c*) power to make regulations for admitting to all or any of the privileges and advantages of British ships for the purposes of trade within the limits aforesaid any ships—

(*iii*) belonging to Native Princes or States in subordinate alliance with, or having subsidiary treaties with, the East India Company, or

(*iv*) owned by subjects of any such Prince or State ;

such regulations to provide for the granting to such ships of licenses or passes, and generally, for the trading of such ships within the limits aforesaid.

6. The powers mentioned in clause (*a*) of paragraph 5 was exercised by the Proclamation appended to Act X of 1841; the powers mentioned in clause (*b*) were exercised by Act X of 1841, sections 1 to 23 and 25 to 27, and Act XI of 1850, sections 3 and 4; and the powers mentioned in clause (*c*) were exercised by Act X of 1841, sections 24, 25 and 27, and Act XI of 1850, sections 2 and 3, it being provided that ships of Native States, to obtain passes, should be commanded by a British subject for whom the Governor General in Council has power to legislate.

Sections 3 and 4 of the Statute 3 & 4 Vict., c. 56, were repealed by the Statute Law Revision Act, 1874, No. 2 (37 & 38 Vict., c. 96), but the savings contained in section 1 of that Act operate to continue the Indian Acts in force, and consequently the registration of ships under the Indian Acts of 1841 and 1850 continues to be lawful; but the power to re-enact the provisions of those Acts, supposing the Acts themselves to be now repealed, would appear to have been taken away.

7. Registration under Acts X of 1841 and XI of 1850 is optional, and confers the privileges of a British ship within certain limits only, *viz.*, those mentioned in paragraph 5. Consequently, certain classes of ships (namely, those of European build,) have long been registered in British India under the Merchant Shipping Act, 1854; so that registration in this country is carried on, in different cases, under both English and Indian Acts. In addition to Acts X of 1841 and XI of 1850, there is a local Act on the Indian Statute-book dealing with the registration of ships *viz.*, Act XIX of 1838, which makes compulsory the registration under it of "vessels belonging to any of Her Majesty's subjects residing within the Presidency of Bombay, and employed on the coasts of the territories subject to the Government of Bombay, or in trading coastwise," and "fishing vessels and harbour craft belonging to any of Her Majesty's subjects." Act XIX of 1838 does not prescribe any system for the measurement of tonnage, but it is believed that measurement is made under rules similar to those prescribed under Act XI of 1850.

8. We thus have for the registration of Ships in British India (excluding Bombay Act I of 1863, as to registry of ships on the river Indus)—

(1) the English Merchant Shipping Acts,

(2) Act XIX of 1838 (Bombay Coasting Ships), and

(3) Act X of 1841, as amended by Act XI of 1850, Act V of 1883, section 38, and Act VII of 1891.

9. In consolidating the law of Merchant Shipping the important subject of registration cannot be ignored, and, indeed, the opportunity ought to be taken to secure, as far as possible, that all registration be made under one and the same law. Under these circumstances, it is desirable to repeal Act XIX of 1838 and so much of Acts X of 1841 and XI of 1850 as deals with the registration of ships, and to leave all registration in British India for the future to be conducted under the English Merchant Shipping Act, 1854, as amended by subsequent Acts, subject to certain necessary qualifications as to the measurement

of native craft engaged in the coasting trade, and such special provisions as are needed for Indian requirements. The only way in which, as the law now stands, it appears possible to maintain the qualifications required for India is to proceed under the power conferred by section 547 of the Merchant Shipping Act, 1854, and this course has been adopted in Chapter II of the present Bill.

10. While, however, repealing those portions of Acts X of 1841 and XI of 1850 which relate to registration, the portions [*viz.*, section 24 and part of sections 25 and 27 of Act X of 1841, and section 2 and part of section 3 of Act XI of 1850] relating to the grant of passes to ships belonging to Native Princes or States or their subjects have been left untouched, as it is desirable to maintain these provisions of the law.

11. The provisions of the English Acts on the subjects of measurement, marking and registration are contained in the following Merchant Shipping Acts, namely :

17 and 18 Vict., c. 104, Part II ;

18 and 19 Vict., c. 91, sections 9, 11, 12, 14 and 15 ;

25 and 26 Vict., c. 63, sections 3, 4 and (re-measurement of foreign ships) 60 to 64 ;

30 and 31 Vict., c. 124, section 9, clauses (3), (4), (5) and (7) ;

31 and 32 Vict., c. 129 ;

32 Vict., c. 11, section 6 ;

34 and 35 Vict., c. 110, sections 5 and 6 ;

35 and 36 Vict., c. 73, sections 3, 4, 13 and 15 ;

36 and 37 Vict., c. 85, sections 3 to 6 and 30 ;

39 and 40 Vict., c. 80, sections 23, 24 and 44 ;

43 and 44 Vict., c. 18 ;

45 and 46 Vict., c. 55, section 4 ;

50 and 51 Vict., c. 62, section 3 ;

52 and 53 Vict. c. 43, sections 1 to 5 and (re-measurement of foreign ships) 6 ; and 52 and 53 Vic., c. 3.

The amendments effected by the later Statutes may be said not to modify in any important degree the principles embodied in Part II of the Merchant Shipping Act, 1854 ; and an examination of that Part will bring out any difficulties that may arise if the English law is applied to all ships in British India.

12. Part II of the Act applies to the whole of Her Majesty's Dominions (see section 17). As stated in paragraph 7 above, certain classes of ships are already registered in British India under the English law, and, if the provisions of the Indian Acts relating to registration are repealed, all ships in British India owned by British subjects or certain classes of bodies corporate (see section 18) will come under the operation of Part II.

13. *Sections* 18 *and* 19 *of the Merchant Shipping Act*, 1854.—

There appears to be nothing in section 18, which treats of the "Description and ownership of British ships," which would be inapplicable to the circumstances of British India.

Section 19 lays down in effect that all British ships exceeding fifteen tons burden must be registered. In Bombay registration is already compulsory, under Act XIX of 1838. Acts X of 1841 and XI of 1850 do not compel a ship to be registered, but she must be registered to obtain the privileges of a British ship, and in practice most sea-going ships exceeding fifteen tons burden are registered. In this respect there is no necessity for any modification of the English law.

It is, however, unnecessary that the registration of any inland ships, whether exceeding fifteen tons burden or not, should be required, and a modification of section 19, clause (2), of the Merchant Shipping Act, 1854, is therefore desireable. The required provisions have been inserted in section 10 of the Bill.

In regard to ships, whether sea-going or inland, of fifteen tons burden or less, the power conferred by section 6, clause (*k*), of the Indian Ports Act (X of 1889), to license and regulate boats plying in Indian ports, appears to be sufficient to secure such registration as is necessary.

14. *Sections 20 to 29 of the Merchant Shipping Act*, 1854.—Under the existing Indin law all ships (other then coasters) registered under Act X of 1841 are now (see Act X of 1841, sections 9 and 10) measured under the English rules. It is understood that coasters are sometimes measured under those rules, bnt that generally the special rules made under Act XI of 1850 are applied to them. These special rules are similar to the rules which were in force in Europe before the Merchant Shipping Act, 1854, was passed. They have the merit of simplicity, and they are much more suited to native coasting craft not square-rigged than are the English rules, and for these reasons they are preferred by practically all the authorities which have to administer the Merchant Shipping Acts in connection with the registration of this class of ships. The great majority of these coasters are of less than one hundred tons burden, and they seldom, if ever, exceed three hundred tons. As the old system of measurement is preferred for these ships, it is desirable that the power of applying it should be retained. It will be sufficient to confine the operation of the special rules to Native sailing craft not square-rigged, engaged in the coasting trade. The existing special rules are not applicable to steamers, and it appears to be advisable to continue measuring square-rigged ships under the English rules. The reasons which make it desirable to apply the English rules to foreign-going ships registred in British India have hardly any force in the case of native coasters. The necessary provisions have been made in section 11 of the Bill, which leaves it to the option of owners of native coasting craft to have measurement made either under the special rules or under the English rules.

If Act XIX of 1838 and those portions of Acts X of 1841 and XI of 1850 which relate to registration are repealed, such matters as registration *de novo* in case of alterations in ships (Act X of 1841, section 21), fraudulent use of certificate of registry (*ib.*, section 15), endorsement on certificate of registry of change of master (*ib.*, section 16), must be provided for. To leave the Acts on the Statute-book for such purposes as these would be *pro tanto* to keep up the separate system of registry which it is proposed to abolish. It is therefore proposed by section 9 of the Bill to require ships registered under the Indian

Acts to be re-registered under the English Acts, without payment of fees, and to repeal antagonistic provisions in the Merchant Shipping Act, 1854 (*viz.*, section 27 and part of section 19). When these ships are so re-registered the names of any of them can, if desired, be changed under the procedure provided by section 6 of 34 & 35 Vict., c. 110, and this will meet a difficulty which has been felt under Act X of 1841.

15. There is nothing in any of the remaining sections of Part II of the Merchant Shipping Act, 1854, or of the Acts by which it has been amended, which may not, by slight and for the most part merely verbal alterations, be made applicable to Indian ships. These alterations are proposed in the Bill. The more important of them are as follow:

(1) The Local Government has, with certain exceptions, been substituted for the Board of Trade.

(2) Section 13 of the Merchant Shipping Act, 1872, and part of section 29 of the Merchant Shipping Act, 1854, are repealed, the first mentioned provision as being inapplicable to British India, and the second as having been superseded by section 3 of 50 & 51 Vict., c. 62.

(3) Clause (5) of section 30 of the Merchant Shipping Act, 1854 as to registrars, is now out of date. The registrar at the principal ports in India should ordinarily be the Port Officer, but power should be given to the Local Government at its discretion to appoint any other person whom it may select. At the smaller ports the registrar should be any person whom the Local Government may think fit to appoint. The necessary provisions have been inserted in section 15 of the Bill. The enactment of this section renders unnecessary the retention of sections 6 of 32 Vict., c. 11, which it is accordingly proposed to repeal.

(4) While allowing the English law on the subjects of transfers, transmissions, mortgages and sale to apply in the case of Indian ships generally, it is desirable to except native coasting-ships, not square-rigged, from the operation of sections 55, 57 and 66 to 83, and this has been done by section 16 of the Bill. Owners of this class of ships are not accustomed to the rules laid down in these sections. The rules, therefore, if applied to such ships, would probably be overlooked, and hardship would then follow from the action of the Courts.

(5) The fees chargeable for measurement of tonnage under the English Acts are fixed, under section 30 of 36 & 37 Vict., c. 85, in sterling, and are, under present practice, converted into Indian money at the current rate of exchange. The continuance of this practice is undesirable, particularly with reference to native coasting-ships, for which fixed fees have hitherto been prescribed under Act X of 1841, s. 25, and Act XI of 1850, s. 4. Other fees connected with regis-

tration are also fixed, by or under the English Acts, in sterling. It is desirable that in all these cases fees should be stated in Indian money; and provisions with this object have been inserted in section 14 of the Bill.

(6) There is a custom in the Bombay Presidency of increasing the burden of a ship by means of temporary structures after the tonnage has been registered, the object being to evade payment of port-dues. To meet this evasion it is proposed by section 17 of the Bill to repeal a few words in sections 23 and 44 of 39 and 40 Vict., c. 80. Section 23 of this Statute does not, however, deal with uncovered spaces on ships which have no deck, and therefore does not sufficiently provide for the case of temporary structures erected on undecked native ships. It was principally with the object of requiring the re-measurement of ships of this class when temporary additions to their carrying capacity are made that the Government of Bombay recently proposed legislation. Clauses giving the necessary powers have been inserted in section 11 of the Bill.

(7) Section 13 of the Bill re-enacts the clauses of 30 & 31 Vict., c. 124, section 9, as to deductions from tonnage, with the object of giving complete effect to section 113 of the Bill. It is proposed by the latter section to assimilate the Indian law with the English law, so far as crew spaces for Europeans are concerned; but the English law has nothing corresponding with the Indian law on the subject of crew spaces for lascars. It is understood, that in the case of ships already registered in British India under the English law, deductions for crew spaces are made under the rules prescribed by that law, *i.e.*, on the scale for Europeans. Lascars are, however, carried on these ships, and it is desirable that the provisions of section 113 of the Bill as to them should be distinctly recognised in making deductions from tonnage on account of crew space. In applying the English law to the measurement of ships registered under Act X of 1841, the corresponding provisions of the existing Indian law (Act I of 1859, section 70) were expressly saved—see Act X of 1841, sections 9 and 10, as substituted by Act VII of 1891, section 3.

16. It might be urged against the scheme of Chapter II of the Bill that the provisions of English Statute law on the subjects of measurement, marking and registration, and the orders of the Board of Trade under them, are so scattered that it will be difficult for registrars at Indian ports to ascertain what their duties will be. This inconvenience exists at present in cases where ships are already registered in British India under the English law, although it is to some extent minimised by the periodical publication of the rules and orders of the Board of Trade in pamphlet form; and care will be taken further to reduce it as far as possible when a new edition of Mr. Pearson's Digest is taken in hand.

17. It would be preferable, if it were possible, to enact a simple law for the registration of native coasting craft not square-rigged; but

the Government of India is not free to pass such a law, and must wait until Parliament consolidates the Merchant Shipping Acts with such amendments as are needed for giving it the necessary powers.

18. Throughout the Bill "Shipping Office" has been changed to "Mercantile Marine Office," and "Shipping Master" to "Superintendent of a Mercantile Marine Office." These changes follow those made in the United Kingdom by section 15 of 25 and 26 Vict., c. 63.

19. *Section* 31.—Important alterations have been made in this section. They have been made in order to assimilate the Indian law, with the English law, as explained in the Board of Trade's "Instructions to Superintendents," No. 359*a*, dated March, 1889.

(1) All foreign-going ships are at present required to have a certificated mate. The Bill dispenses with this requirement as regards ships of less than one hundred tons burden, and provides that if a ship of one hundred tons burden or upwards has two mates each must be certificated.

(2) Home-trade ships of three hundred tons burden or less are not at present required to have a certificated master or a certificated mate. The Bill reduces this limit to one hundred tons in the case of both masters and mates where a ship does not carry passengers, and withdraws it altogether in the case of masters of ships carrying passengers. The reduction of the limit in the case of masters was urged in a recent communication from the Government of Bombay.

(3) The exemption of ships manned exclusively by Asiatic masters and seamen from the requirements of the law as to carrying certificated masters and mates, which was enacted in its existing from by Act V of 1883, section 37, has been limited to the case of ships not carrying passengers. And, as it stands in Bill [section 31, sub-section (5)], it will apply to such ships when engaged in the "home trade," as defined in section 3 clause (3), and not when "trading between ports in India and the coasts of Arabia."

20. Chapters VII to XV relate to engagements, service and discharge of seamen, and the accommodation and provision to be made for them, and contain a number of provisions for the better protection of seamen.

The amendments are mainly directed to the following objects.

(1) To extend to seamen engaged for service in foreign ships the provisions now affecting seamen in British ships.

(2) To assimilate the law as to "running agreements" and the return of sailors to their homes with the corresponding law under the English Merchant Shipping Acts.

(3) To extend the protection of British law to natives of India, and to Arabs, Africans and Asiatics, not being natives of India, who are, it appears, engaged at Aden in large numbers for service in foreign ships.

(4) To extend to India various amendments made in the English law since the passing of the Merchant Shipping Act, 1854.

(5) To provide for the proper inspection of provisions and water for the use of the crews, both European and Asiatic, of ships, both home-trade and foreign-going.

(6) To protect seamen and apprentices from imposition.

(7) It is a common practice among lascars to carry with them sea-chests of a size much greater than would be required for their personal effects, the object being to bring back on the return voyage goods for traffic. These chests block up the spaces provided for the accommodation of the crew, and prevent ventilation. Section 114 has been inserted in the Bill with a view to limiting the size of these chests. The policy of the section is open to question, and it will be reconsidered before the Bill is further proceeded with.

21. Chapters XVI to XXVII deal with discipline, the protection of seamen or apprentices when left in British India, the official log, life-saving appliances, lights and fog-signals, survey of steam-ships, unsafe ships, and ship surveyors. So far as they are not a mere reproduction of existing law, they consist, with few exceptions, of amendments intended to adapt the English law to the circumstances of India.

The only alteration of substance not based upon this principle is that the power of the Local Government to exempt ship surveyors from the operation of section 69 of Act VII of 1880 [= section 247 of the Bill] has been restricted by Chapter XXV to the case of persons who exercised their profession before the date on which that Act came into force. It is, however, open to question whether the chapter ought to be continued on the Statute-book at all. Its provisions appear to be without precedent elsewhere, and they tend to interfere with the ordinary course of shipping and insurance business.

22. Part VII contains the law applicable to native passenger-ships.

A Commission was appointed in 1890 to enquire into the administration of the Native Passenger-ships Act (X of 1887). Part VII of the Bill has been framed so as—

(*a*) to give effect to such of the recommendations of the Commission necessitating an amendment of the Act as have been accepted by the Government of India, and

(*b*) to make certain amendments in the Act with a view to securing a better control over the pilgrim traffic to the Red Sea.

The principal amendments are noticed in the following paragraphs.

23. *Section* 279.—Every Voyage—

(1) to Aden, from any other port in British India,

(2) from or to British India, to or from the Red Sea, or

(3) during which the ship calls at one or more intermediate ports and has native passengers on board for two hundred and forty hours or upwards,

is declared to be a "long voyage," whether the ship is or not one hundred and twenty hours continuously out of port.

Certain classes of voyages have been defined as "shelter-port" voyages and "excursion" voyages.

24. Separate sets of regulations have been made for—

(*a*) voyages in general,

(*b*) long voyages, and

(*c*) short voyages, shelter-port voyages and excursion voyages, respectively.

25. *Section* 291.—The requirement in Act X of 1887, section 26, as to carrying a medical officer on certain voyages is extended to ships carrying more than four hundred passengers—

(1) between the Coromandel Coast and Rangoon;

(2) between Calcutta and Rangoon;

(3) between any port in the Bombay Presidency and any port not in that Presidency; or

(4) between Aden and any other port in the Bombay Presidency.

26. Part VIII deals with coast-light dues. In section 330 power has been taken to abolish coast light dues either entirely or in respect of any class of ships. It is expedient that the Government should possess this power, to be exercised when it is found that ships are made to pay dues which derive no benefit from the lights, or when the receipts are much in excess of the expenditure.

27. Part IX contains certain miscellaneous clauses usual in Bills of this nature, mainly consisting of ancillary provisions as to rule-making, evidence, and the like. There are no alterations of the law of sufficient importance to call for separate notice.

28. Part X is a consolidation of the Indian Statute law, contained in Acts VI of 1884, III of 1890, and XIII of 1891, relating to inland steam-ships. It is considered desirable to keep the provisions as to inland steam-ships in a separate Act, rather than embody them in an Act dealing with merchant shipping, because the law on the latter subject is liable to be affected by legislation in England, while the regulation of inland steam-ships is a matter solely within the scope of Indian legislation. But there are practical difficulties connected with procedure which have prevented this scheme from being carried out. Accordingly the law dealing with inland steam-ships has been included in the present Bill, but it has been kept in a distinct part so arranged that it can without difficulty, if desired, be separated from the rest of the Bill, and passed by itself as a different Act.

29. The Inland Steam-vessels Act, 1884, and the Indian Steam-ships Act, 1884, were companion measures, and ran generally on

similar lines ; and in the present Part alterations and additions corresponding with those made in the earlier Parts of the Merchant Shipping Bill have been made with the object of maintaining this similarity. The arrangement of clauses has also been assimilated throughout.

30. *Section* 352 *clauses* (4) *to*(7).—The definitions of "Board of Trade certificate," "Colonial certificate," "local certificate" and "inland certificate" have been inserted to simplify the wording of Chapters XXXVIII to XL of the Bill. The first three definitions are a repetition of those contained in section 3, clauses (6) to (8), of the Bill.

31. *Section* 363.—This section is new. It has been inserted as a means of avoiding complicated clauses in section 364 of the Bill (=section 28 of Act VI of 1884).

32. *Section* 394.—Courts of Presidency Magistrates and Magistrates of the first class have been added, as in section 263 of the Bill.

33. The other alterations of the law continued in this Part follow generally those inserted in the earlier Parts of the Bill, and have been retained in order to facilitate the division of the Bill into two, should that ultimately be decided upon. If not, they can be removed before the Bill is passed.

ALEX. EDW. MILLER

The 20th October, 1892.

A Bill to Consolidate and amend certain Indian enactments relating to Merhant Shipping and the carriage of passengers by sea.

WHEREAS it is expedient to consolidate and amend certain Indian enactements relating to Merchant Shipping and the carriage of passengers by sea ;

It is hereby enacted as follows :—

PART I.

CHAPTER I.

PRELIMINARY.

Title and commencement.

1. (1) This Act may be called the Indian Merchant Shipping Act, 1892 ; and

(2) Except as provided in section 6 and section 351, sub-section (2), it shall come into force on the first day of April, 1893.

Repeal.

2. (1) On and from the first day of April, 1893, the enactments mentioned in Part A of Schedule I shall be repealed to the extent specified in the third column thereof.

(2) But all offices established or constituted, officers appointed, persons nominated or authorised, powers conferred, ports and places appointed, directions given, rules declarations and exemptions made, bonds executed, forms sanctioned, fees or scales fixed, investigations held, certificates granted, suspended or cancelled, agreements made, proceedings commenced and other things duly done under any enactment repealed by sub-section (1), or under any enactment repealed by any enactment repealed by sub-section (1), shall, so far as may be practicable, be deemed to have been respectively constituted, established, appointed, nominated, authorised, conferred, given, made, executed, sanctioned, fixed, held, granted, suspended or cancelled, commenced and done under this Act.

(3) For the purposes of sub-section (2), certificates of the kinds mentioned in the first column of Schedule II, granted under the Acts mentioned in that column, shall be deemed, respectively, to be certificates of the kinds mentioned in the second column of that schedule, and to have been granted under the provisions of this Act mentioned respectively in the third column thereof.

(4) Any enactment or document referring to any enactment repealed by sub-section (1) or to any enactment repealed by any enactment repealed by sub-section (1) shall, so far as may be practicable, be construed to refer to this Act or the corresponding portion thereof.

Definitions.

3. In Parts II to IX, unless there is something repugnant in the subject or context.—

(1) "ship" includes a steam-ship :

(2) "steam-ship" means every description of vessel used in navigation and propelled wholly or in part by the agency of steam :

(3) "home-trade ship" means a ship employed in trading between any ports in British India, or between any port in British India and any port or place on the continent of India or in the Straits Settlements or in the Island of Ceylon :

(4) "foreign-going ship" means a ship employed in trading between any port in British India and any port or place not being either in British India or on the continent of India or in the Straits Settlements or in the Island of Ceylon :

(5) "seaman" means every person (except masters, pilots, harbour-masters and apprentices) employed or engaged in any capacity on board any ship :

(6) "Board of Trade certificate" means a certificate, either of competency or service, as master, mate or engineer, as the case may be, granted by the Board of Trade under the Merchant Shipping Act, 1854, as amended by subsequent Acts :

(7) "Colonial certificate" means a certificate of competency as master, mate or engineer, as the case may be, granted—

(*a*) in British India, under Chapter IV of this Act, or

(*b*) in any other British Possession under the authority of the Legislature of that Possession.

And which has been declared by Order in Council under the Merchant Shipping (Colonial) Act, 1864, to be of the same force as if it had been granted under the Merchant Shipping Act, 1854, and the Acts amending the same :

(8) "local certificate" means—

(*i*) a certificate, either of competency or service, as master or mate, as the case may be, or

(*ii*) a certificate of competency as engineer or engine-driver, as the case may be,

granted by a Local Government under Chapter IV of this Act, and which has not yet been declared as aforesaid :

(9) "Customs-collector" means a Customs-collector appointed under the Sea Customs Act, 1878, and includes, for the purposes of Chapter XXXV, any person appointed by the Local Government by name or by virtue of his office to discharge the functions of a Customs-collector under that chapter at any port :

(10) "passenger" includes any person carried in a ship other than the master and crew and the owner, his family, and servants: and

(11) "prescribe" means prescribed by a rule made under this Act.

Provisions as to steam-ships to apply to ships propelled by electricity, etc.

4. The provisions of Parts II to IX with respect to steam-ships shall apply to ships propelled by electricity or other mechanical power, with such modifications as the Governor-General in Council may, by notification in the Gazette of India, direct for purposes of adaptation.

Exemption of public ships.

5. (1) Nothing in Parts II to IX, except Chapters II and XVIII, shall apply to any ship belonging to, or in the service, of, Her Majesty or the Government of India.

(2) Nothing in Part VII or Part VIII shall apply to any ship of war belonging to any foreign Prince or State, and.

nothing in Parts II, III, IV, V, VI and IX, except Chapter XVIII, shall apply to any ship belonging to any foreign Prince or State, when employed mainly on the public service of the Prince or State.

PART II.

CHAPTER II.

Measurement and Registry of British Ships.

Whereas certain classes of British ships are now registered in British India under Act XIX of 1838, and others under Act X of 1841, as amended by Act XI of 1850 and other Acts, passed by the Governor General of India in Council ;

And whereas, since the said Acts XIX of 1838 and X of 1841 were passed, provision has been made, by an Act of the Imperial Parliament called the Merchant Shipping Act, 1854, for the registry of British ships throughout Her Majesty's dominions, and certain classes of ships have long been registered in British India under the latter Act ;

And whereas it is expedient that the said Act XIX of 1838, and so much of Act X of 1841, as amended by subsequent Acts, as relates to the registry of British ships, should be repealed, and that such registry should in future be made in all cases under the said Merchant Shipping Act, 1854, as amended for the time being by subsequent Acts ;

And whereas it is enacted in section 547 of the said Merchant Shipping Act, 1854, that "the legislative authority of any British Possession shall have power, by any Act or Ordinance, confirmed by Her Majesty in Council, to repeal, wholly or in part, any provisions of this Act relating to ships registered in such Possession ; but no such Act or Ordinance shall take effect until such approval has been proclaimed in such Possession, or until such time thereafter as may be fixed by such Act or Ordinance for the purpose ; "

And whereas, by an Act of the Imperial Parliament called the the Merchant Shipping Act Amendment Act 1855, and later Acts of Parliament, certain provisions in the Merchant Shipping Act, 1854, relating to the registry of British ships have been amended, and it is directed that the said Acts shall be construed as one with the said Merchant Shipping Act, 1854 ;

And whereas it is expedient that certain provisions of the said Merchant Shipping Act, 1854, and of Acts amending the same, should be repealed in view of the application of the said Acts, to the registry of British ships in British India, and that other provisions should be enacted in place thereof ;

It is hereby enacted as follows :—

Commencement. 6. This chapter shall come into force.—

(*a*) if Her Majesty's approval has been published in the Gazette of India on or before the first day of April, 1893, then on that day, or

(*b*) if Her Majesty's approval has not been so published on or before that day, then on the day on which Her Majesty's approval is so published.

Repeal. 7. (1) On and from the commencement of this chapter, the enactments mentioned in Part B of Schedule I shall be repealed to the extent specified in the third column thereof.

(2) Any enactment or document referring to any enactment repealed by sub-section (1) shall, so far as may be practicable, be construed to refer to the Merchant Shipping Act, 1854, as amended by subsequent Acts (including this chapter).

Meaning of "native coasting-ship."

8. In this chapter, "native coasting-ship" means a sailing ship not square-rigged, which is owned by one or more Indian subjects of Her Majesty and is a coasting vessel within the meaning of the Sea Customs Act, 1878.

Re-registration of ships registered under Indian Acts.

9. (1). Section 19, clause (1), and section 27 of the Merchant Shipping Act, 1854, are hereby repealed.

(2) Any British ship registered under Act XIX of 1838 or Act X of 1841 may, within a period of twelve months after the commencement of this chapter,

or, if the ship is not within a port of registry in British India at any time before the expiration of the said period, then within one month after her next return to a port of registry in British India,

be re-registered under the Merchant Shipping Act, 1854, as amended by subsequent Acts (including this chapter).

(3) No fee shall be payable for the measurement of the tonnage of any ship for the purposes of re-registration under sub-section (2).

(4) If any ship registered under Act XIX of 1838 or Act X of 1841 is not re-registered as provided by sub-section (2), she shall cease to be recognised as a British ship :

Provided that this sub-section shall not apply in the case of any ship referred to in section 10.

Registration of inland ships not to be required.

10. (1) Notwithstanding anything in section 19 of the Merchant Shipping Act, 1854, it shall not be obligatory on any person to register under that Act any British ship which is for the time being registered under Bombay Act I of 1863 (an Act for the registry of vessels and levy of pilotage fees on the river Indus) or any other British ship which plies solely on inland water.

(2) The expression "inland water" means any canal, river, lake or navigable water in British India.

(3) The Local Government may, by notification in the official Gazette, define how much of any tidal water shall be deemed to be an inland water for the purposes of this section.

Measurement and marking of tonnage of native coasting-ships.

11. (1) So far as regards any ship the tonnage of which is measured, ascertained and marked in accordance with rules made under sub-section (2), the rules and orders on the same subjects prescribed by or under the Merchant Shipping Act, 1854, as amended by subsequent Acts of the Imperial Parliament, are hereby repealed.

(2) The Local Government may make rules to provide for measuring and ascertaining, whether for the purpose of registry or otherwise, the tonnage of native coasting-ships, and for marking the

tonnage on such ships ; and it shall be optional to the owner of any such ship to have her tonnage measured, ascertained and marked in accordance either with rules made under this sub-section or with the rules and orders referred to in sub-section (1).

(3) Rules made under sub-section (2) may provide, among other matters, that if any alteration be made in a native coasting-ship after she has been registered in pursuance of the said rules the certificate of registry shall be cancelled and the ship re-measured in accordance with the said rules.

(4) The word "alteration" in sub-section (3) means any change, whether temporary or permanent, either in the structure of a native coasting-ship or in the use to which any part of a native coasting-ship is put, by which the capacity of the ship for carrying cargo is, either directly or indirectly, increased.

Substitution of Local Government for Board of Trade.

12. (1) The references to the Board of Trade in the following enactments, namely :—

(*a*) the Merchant Shipping Act, 1854, section 21, clause (4),

(*b*) the Merchant Shipping Act, 1854, section 23, clause (*b*), section 28 and section 29 (so far as it relates to the making of regulations for the purpose of the survey and admeasurement of ships), as amended by the Merchant Shipping Act, 1872, section 3,

(*c*) the Merchant Shipping Act Amended Act, 1855, section 14, as amended by the Merchant Shipping Act, 1872, section 3,

(*d*) the Merchant Shipping Act, 1871, sections 5 and 6,

(*e*) the Merchant Shipping Act, 1872, section 15 (so far as it relates to surveyors),

(*f*) the Merchant Shipping Act, 1873, sections 3, 5 and 6,

(*g*) the Merchant Shipping Act, 1876, section 23, and

(*h*) the Merchant Shipping (Tonnage) Act, 1889,

are hereby repealed : and the said enactments shall, in their application to British India, be read and construed as if the Local Government were therein named instead of the Board of Trade.

(2) Section 29 of the Merchant Shipping Act, 1854, in so far as it relates to the appointment of persons to superintend the survey and admeasurement of ships, and section 13 of the Merchant Shipping Act, 1872, are hereby repealed.

Deduction from register tonnage on account of crew space.

13. (1) Clauses (3), (4) (5) and (7) of section 9 of the Merchant Shipping Act, 1867, are hereby repealed.

(2) No place in any British ships registered in British India which is occupied by seamen or apprentices engaged under this Act, and appro-

priated to their use shall be deemed to be such as to authorise a deduction from register tonnage, unless there is or are in the ship one or more properly constructed privy or privies for the use of the crew; such privy or privies to be of such number and of such construction as may be approved by a surveyor appointed under section 3 of the Colonial Shipping Act, 1868.

(3) If any deduction as aforesaid is claimed in respect of any such place as aforesaid, such place shall, whenever the ship is registered or re-registered in British India, be inspected by a surveyor appointed as aforesaid, who shall, if satisfied that the same is in all respects such as is required by section 113 of this Act, give to the Registrar a certificate to that effect, and thereupon the area of such place shall be deducted from the register tonnage:

(4) Provided that no such deduction shall be authorised unless there is permanently cut in a beam, and cut in or painted on or over the doorway or hatchway of such place, the number of men which it is constructed to accommodate, with the words "Certified to accommodate seamen."

(5) Upon any complaint concerning any such place as aforesaid, any surveyor appointed as aforesaid may inspect the same, and, if he finds that any of the provisions of section 113 of this Act with respect thereto are not complied with, he shall report the fact to the Registrar at the port where the ship is registered, and thereupon the register tonnage shall be altered, and the deduction aforesaid disallowed, unless and until it is certified by the same surveyor, or by some other surveyor appointed as aforesaid, that the provisions of the said section is respect of such place are fully complied with.

Fees.

14. (1) The following enactments, namely:—

(*a*) section 92 of the Merchant Shipping Act, 1854 (as amended by section 4 of the Merchant Shipping Act, 1872.),

(*b*) section 107 of the Merchant Shipping Act, 1854,

(*c*) section 14 of the Merchant Shipping Act Amendment Act, 1855; and

(*d*) section 30 of the Merchant Shipping Act, 1873,

are hereby repealed in so far as they relate to the fees referred to in sub-sections (2) and (3) of this section.

(2) The fees payable in British India in respect of the matters mentioned in Schedule III shall be such sums, not exceeding those specified in that Schedule, as the Local Government, with the previous sanction of the Governor General in Council, may, by notification in the local official Gazette, appoint.

(3) The fee payable in British India for a certified copy of a document furnished by a Registrar or other person under section 107 of the Merchant Shipping Act, 1854, shall be such sum, not exceeding eight annas, as the person furnishing the copy may think fit to demand.

Registrars.

15. (1) Clause (5) of section 30 of the Merchant Shipping Act, 1854, and section 6 of the Merchant Shipping (Colonial) Act, 1869, are hereby repealed.

(2) The following persons are required to register British ships in British India, and shall be deemed Registrars for the purposes of the Merchant Shipping Act, 1854, as amended by subsequent Acts (including this Part), that is to say:

at the ports of Calcutta, Madras, Bombay, Karachi, Aden and Rangoon, the Port Officer or any other person appointed by the Local Government in this behalf by notification in the official Gazette, and

at any other port which has been approved under section 31 of the Merchant shipping Act, 1854, as explained by section 3 of the Merchant Shipping (Miscellaneous) Act, 1887, for the registry of ships, any person appointed by the Local Government in this behalf by a like notification.

Transfers, transmissions and mortgages of native coasting-ships.

16. (1) Sections 55, 57, and 66 to 83 (both inclusive) of the merchant Shipping Act, 1854, are hereby repealed, so far as regards native coasting-ships.

(2) Section 60 of the said Act shall apply to declarations made under section 56 by transferees of native coasting-ships or shares therein, as well as to declarations made under section 58.

Space occupied by deck-cargo to be liable to dues.

17. The following portions of the Merchant Shipping Act, 1876, namely:—

(*a*) in section 23, the words and figures "other than home-trade ships as defined by the Merchant Shipping Act 1854," and

(*b*) in section 44, the words "and the provisions of this Act relating to deck cargo shall not apply to deck-cargo carried by a ship while engaged in the coasting trade of any British Possession,"

are hereby repealed.

PART III.

MASTERS, SEAMEN AND APPRENTICES.

Whereas by section 288 of an Act of the Imperial Parliament called the Merchant Shipping Act, 1854, it is enacted that "if the Governor General of India in Council, or the respective Legislative Authorities in any British Possession abroad, by any Acts, Ordinances or other appropriate legal means, apply or adapt any of the provisions in the Third Part of this Act contained to any British ships registered at, trading with or being at any place within their respective jurisdictions, and to the owners, masters, mates and crews thereof, such provisions, when so applied and adapted as aforesaid, and as long as they remain

in force, shall, in respect of the ships and persons to which the same are applied, be enforced, and penalties and punishments for the breach thereof shall be recovered and inflicted, throughout Her Majesty's dominions, in the same manner as if such provisions had been hereby so adapted and applied, and such penalties and punishments had been hereby expressly imposed;"

And whereas by an Act of the Imperial Parliament called the Merchant Shipping Act Amendment Act, 1862, and later Acts of Parliament, certain of the said provisions have been amended, and it is directed that the said Acts shall be construed as one with the said Merchant Shipping Act, 1854;

And whereas certain of the said provisions have, by Act I of 1859 (an Act for the amendment of the law relating to Merchant Seamen) and later Acts passed by the Governor General of India in Council, been applied or adapted as aforesaid;

And whereas it is expedient that the provisions of the said Acts passed by the Governor General of India in Council relating to British ships and the owners, masters, mates and crews thereof should be re-enacted with the amendments hereinafter appearing;

And whereas, by the said Act I of 1859 and later Acts passed by the Governor General of India in Council, certain provisions were enacted with respect to foreign ships and the owners, masters, mates and crews thereof and it is expedient that the said provisions should be re-enacted with the amendments hereinafter appearing;

It is hereby enacted as follows:—

CHAPTER III.

MERCANTILE MARINE OFFICES.

Mercantile Marine Offices and establishments.

18. (1) A Mercantile Marine Office shall be established at such ports as the Governor General in Council may deem necessary.

(2) For every such office there shall be a Superintendent, with such Deputy Superintendents, clerks and servants (if any) as the Local Government may consider necessary.

(3) Superintendents and Deputy Superintendents of Mercantile Marine Offices shall be appointed by the Local Government.

(4) Every act done by or before a Deputy Superintendant shall have the same effect as if done by or before a Superintendent.

Power to direct that business of Mercantile Marine Office be transacted at Custom-house or elsewhere.

19. The Local Government may direct that, at any port at which no separate Mercantile Marine Office is established, the whole or any part of the business of the Mercantile Marine Office shall be conducted at the Custom-house, or at the office of the Port Officer, or at such other office as the Local Government shall direct, and thereupon the same shall be there conducted accordingly;

and in respect of such business such Custom-house or office as aforesaid shall for all purposes be deemed to be a Mercantile Marine Office,

and the officer to whom such business is committed shall for all purposes be deemed to be a Superintendent of a Mercantile Marine Office within the meaning of this Act.

Power to dispense with superintendence of superintendent of Mercantile Marine Office.

20. The Local Government may, by special order in any particular case, dispense with the transaction before a Superintendent of a Mercantile Marine Office or in a Mercantile Marine Office of any matters required by this Act to be so transacted; and thereupon such matters shall, if otherwise duly transacted in accordance with law, be as valid as if transacted before a Superintendent of, or in, a Mercantile Marine Office.

Business of Superintendents of Mercantile Marine Office.

21. It shall be the general business of Superintendents of Mercantile Marine Offices—

(*a*) to superintend and facilitate the engagement of seamen for and the discharge of seamen from, British ships, in manner hereinafter mentioned,

(*b*) to provide means for securing the presence on board at the proper times of men who are so engaged,

(*c*) to give to all persons desirous of apprenticing boys to the sea-service, and duly authorised so to do by Act XIX of 1850 (concerning the binding of apprentices), and also to owners and masters of British ships requiring apprentices, such assistance as may be in their power for facilitating the making of such apprenticeships, and

(*d*) to perform such other duties relating to seamen and British or foreign ships as are for the time being committed to them by or under this Act or the Merchant Shipping Acts, 1854 to 1892.

Fees to be paid upon engagements and discharges of seamen.

22. (1) Such fees, not exceeding those specified in Table A in Schedule IV, as may be fixed by the Local Government with the previous sanction of the Governor General in Council and published in the local official Gazette shall be payable—

(*a*) by owners or masters of British ships, upon all engagements and discharges of seamen effected before a Superintendent of a Mercantile Marine Office, and

(*b*) by masters of foreign ships, upon all engagements and discharges before a Superintendent of a Mercantile Marine Office of seamen who have been engaged under section 63.

(2) Scale of the fees payable for the time being shall be conspicuously placed in the Mercantile Marine Offices; and all Superintendents, Deputy Superintendents, clerks and servants may refuse to proceed with any engagement unless the fees payable thereon are first paid.

(3) Any owner or master who has paid the fees fixed under subsection (1) in respect of any engagement or discharge of seamen may, for the purpose of in part reimbursing himself, deduct, in respect of

each such engagement or discharge, from the wages of all seamen so engaged or discharged, and retain, any sums not exceeding the sums specified in that behalf in Table B in Schedule IV :

Provided as follows :—

(*i*) if the Local Government has in any case fixed, under sub-section (1), fees lower than those specified in the said Table A, the sums which may be deducted and retained by owners or masters shall not exceed such sums as may be fixed in this behalf by the Local Government with the previous sanction of the Governor General in Council and published in the local official Gazette ;

(*ii*) the sums so fixed shall bear as nearly as may be the same proportion to the sums specified in the said Table B as the fees fixed under sub-section (1) bear to the fees specified in the said Table A ;

(*iii*) if in any case the sums which an owner or master is authorised by this sub-section to deduct exceed the amount of the fee payable by him, such excess shall be paid by him to the Superintendent in addition to such fee.

(4) For the purpose of determining the fees to be paid upon the engagement and discharge of seamen engaged under a running agreement made under Chapter VII, the crew shall be considered to be engaged when the agreement is first signed, and to be discharged on the termination of the agreement ; and all intermediate engagements and discharges shall be considered to be engagements and discharges of single seamen.

(5) In sub-section (4) "termination" means, when an agreement has been renewed under section 61, the termination of the period for which the agreement has been so renewed.

(6) The Local Government, with the previous sanction of the Governor General in Council, may, if it thinks fit, at any time abolish or suspend, by notification in the local official Gazette, the fees payable under sub-section (1) upon engagements and discharges ; and in the event of such abolition, or during such suspension, no deduction shall be made under sub-section (3) from the wages of any person engaged or discharged.

Penalty on Superintendent, &c., taking other remuneration.

23. Any Superintendent or Deputy Superintendent, or any clerk or servant in a Mercantile Marine Office, who demands or receives any remuneration whatever, either directly or indirectly, for hiring or supplying any seaman for any ship, excepting the fees payable under section 22, shall be punished with fine which may extend to two hundred rupees, and shall also be dismissed from his office.

CHAPTER IV.

EXAMINATION OF, AND GRANT OF CERTIFICTAES TO, MASTERS, MATES, ENGINEERS AND ENGINE-DRIVERS.

Appointment of examiners.

24. The Local Government may appoint persons for the purpose of examining the qualifications of persons desirous of obtaining —

(*a*) certificates of competency as masters or mates, or

(*b*) certificates of competency as engineers or engine-drivers.

Grant of Certificates of competency as master, mate, engineer or engine-driver.

25. The Local Government shall grant—

(*a*) to every person who is reported by the examiners to possess the necessary qualifications and to have given satisfactory evidence of his sobriety; experience, ability and general good conduct on boardship, a certificate of competency to the effect that he is competent to act as master or first mate or only mate or second mate of a foreign-going ship, or as master or mate of a home-trade ship, as the case may be, and

(*b*) to every person who is reported by the examiners to possess the necessary qualifications and to have given satisfactory evidence of his sobriety, experience and ability a certificate of competency to the effect that he is competent to act as a first-class engineer, or as a second-class engineer, or as an engine-driver as the case may be :

Provided that the Local Government may, in any case in which it has reason to believe that the report has been unduly made, require, before granting a certificate, a re-examination of the applicant or a further enquiry into his testimonials and character.

Grant of local certificates of service as master or mate of a foreign-going ship.

26. (1) Local certificates of service, differing in form from certificates of competency, shall be granted by the Local Government as follows, that is to say,—

(*a*) any person who has attained or shall attain the rank af lieutenant, master, passed mate or second mate, or any corresponding or higher rank, in the service of Her Majesty, or the rank of commander or first grade officer in the Royal Indian Marine, shall be entitled to a local certificate of service as master for a foreign-going ship.

(*b*) any person who has attained or shall attain the rank of second grade officer in the Royal Indian Marine shall be entitled to a local certificate of service as first mate for a foreign-going ship.

2. A certificate of service granted under this section shall have the same effect as a local certificate of competency granted under section 25, clause (*a*).

Certificates to be in prescribed form and to be made in duplicate.

27. Every certificate of competency or service granted under this chapter shall be in the prescribed form, and shall be made in duplicate, and one copy shall be delivered to the person entitled to the certificate, and the other shall be kept by the Local Government and recorded in the prescribed manner.

Record of orders affecting certificates.

28. A note of all orders made for suspending, cancelling, altering or otherwise affecting any certificate of competency or service in pursuance of the powers contained in this Act shall be entered on the copy of the certificate kept by the Local Government.

Copy of certificate to be given in certain cases.

29. Whenever a master, mate, engineer, or engine-driver proves, to the satisfaction of the Local Government which granted his certificate, that he has, without fault on his part, lost or been deprived of it, a copy of the certificate to which, by the record kept as provided by law, he appears to be entitled shall be granted to him, and shall have all the effect of the original.

Power to make rules as to grant of certificates of competency or service.

30. (1) The Governor General in Council may make rules to regulate the granting of certificates of competency under this chapter, and may by such rules—

(*a*) provide for the conduct of the examination of persons desirous of obtaining certificates of competency as masters, mates, engineers or engine-drivers;

(*b*) prescribe the qualifications to be respectively required of persons desirous of obtaining certificates of competency as masters, first mates, only mates, second mates, first-class engineers, second-class engineers, or engine-drivers;

(*c*) fix the fees to be paid by all applicants for examination; and

(*d*) prescribe the form in which such certificates are to be framed, and the manner in which the copy of the certificate which is kept by the Local Government is to be recorded.

(2) The Governor General in Council may also make rules with respect to the grant of local certificates of service to masters and mates under this chapter, and may by such rules—

(*e*) fix the fees to be paid for such certificates, and

(*f*) prescribe the form in which such certificates are to be framed, and the manner in which the copy of the certificate which is kept by the Local Government is to be recorded.

CHAPTER V.

SHIPS REQUIRED TO CARRY CERTIFICATED OFFICERS.

British ships required to carry certificated master and mate or mates.

31. (1) A foreign-going British ship shall not proceed to sea from any port in British India unless she has, as her master, a person possessing a Board of Trade, Colonial or local certificate as master of a foreign-going ship.

(2) A foreign-going British ship of a burden of one hundred tons or upwards shall not proceed to sea from any port in British India unless she has—

(*a*) as her only mate, a person possessing a Board of Trade, Colonial or local certificate as only mate or first mate or master of a foreign-going ship, or

(*b*) as her first and second mates, two certificated mates,

(*i*) the first possessing a Board of Trade, Colonial or local certificate as first mate or master of a foreign-going ship, and

(*ii*) the second possessing a Board of Trade, Colonial or local certificate as second mate or only mate or first mate or master of a foreign-going ship.

(3) A home-trade British ship carrying passengers, or a home-trade British ship of a burden of one hundred tons or upwards not carrying passengers, shall not proceed to sea from any port in British India unless she has, as her master, a person possessing a local certificate as master of a home-trade ship, or a Board of Trade, Colonial or local certificate as master of a foreign-going ship.

(4) A home-trade British ship of a burden of one hundred tons or upwards shall not proceed to sea from any port in British India unless she has, as her only or first mate, a person possessing a local certificate as mate or master of a home-trade ship, or a Board of Trade, Colonial or local certificate as only mate, first mate or master of a foreign-going ship.

(5) This section shall not apply to any sailing ship not carrying passengers which is navigated and manned exclusively by Arabs, lascars or other Asiatic masters and seamen.

British steam-ships required to carry certificated engineers, engineer or engine-driver.

32. (1) A foreing-going British steam-ship shall not proceed to sea from any port in British India unless she has,—

(*a*) if the steam-ship has engines of one hundred nominal horse-power or upwards, as her first and second engineers, two certificated engineers,—

(*i*) the first possessing a Board of Trade, Colonial or local certificate as first-class engineer, and

(*ii*) the second possessing a Board of Trade, Colonial or local certificate as second class engineer or first class engineer ;

(*b*) if the steam-ship has engines of under one hundred nominal horse-power, as her only or first engineer, an engineer possessing a Board of Trade, Colonial or local certificate as second-class engineer or first-class engineer.

(2) A home-trade British steam-ship shall not proceed to sea from any port in British India unless she has,—

(*c*) if the steam-ship has engines of fifty nominal horse-power or upwards, as her only or first engineer, an engineer possessing a Board of Trade, Colonial or local certificate as second-class engineer or first-class engineer ;

(*d*) if the steam-ship has engines of under fifty nominal horse power, as her engineer, a person possessing a local certificat as engine-driver, or a Board of Trade, Colonial or local certificate as second-class engineer or first-class engineer.

(3) This section shall not apply to any steam-ship to which the provisions of Part X are applicable.

Foreign steam-ships required to carry British certificated master, mate, engineer or engine-driver

33. (1) A foreign steam-ship shall not carry passengers from any port in British India to any other port in British India unless she has—

(*a*) as her master, a person possessing a local certificate as master of a home-trade ship or a Board of Trade, Colonial or local certificate as master of a foreign-going ship ;

(*b*) if the steam-ship is of a burden of one hundred tons or upwards, as her only or first mate, a person possessing a local certificate as mate or master of a home-trade ship or a Board of Trade, Colonial or local certificate as mate or master of a foreign-going ship ;

(*c*) if the steam-ship has engines of fifty nominal horse-power or upwards, as her only or first engineer, an engineer possessing a Board of Trade, Colonial or local certificate a second-class engineer or first-class engineer ;

(*d*) if the steam-ship has engines of under fifty nominal horse-power, as her engineer, a person possessing a local certificate as engine-driver or a Board of Trade, Colonial or local certificate as second-class engineer or first-class engineer ;

Provided that the Local Government may by notification in the official Gazette,—

(*i*) exempt from the operation of clause (*a*), clause (*b*), clause (*c*) or clause (*d*) any foreign steam-ship having, as her master, or as her only or first mate, or as her only or first engineer, as the case may be, a master, mate or engineer possessing a certificate which is recognised by the Local Government as valid under the law of the country to which the ship belongs, and

(*ii*) cancel any such exemption ;

but no application for such an exemption shall be refused, and no such exemption shall be made or cancelled, without the previous sanction of the Governor General in Council.

(2) So much of this section as relates to engineers or engine-drivers shall not apply to any steam-ship to which the provisions of Part X are applicable.

Penalty for serving or engaging a person to serve, as master, mate, engineer or engine-driver without a certificate.

34. (*a*) If any person who has been engaged to serve in any of the capacities referred to in section 31, section 32 or section 33 in any ship to which those sections apply, respectively, proceeds in the ship in that capacity without being at the time entitled to and possessed of, the certificate thereby required, or

(*b*) if any person employs any person in any capacity referred to in section 31, section 32 or section 33 in any ship to which those sections apply, respectively, without ascertaining that he is at the time entitled to, and possessed of, the certificate thereby required,

he shall be punished with fine which may extend to five hundred rupees.

CHAPTER VI.

SUSPENSION AND CANCELLATION OF CERTIFICATES OF MASTERS, MATES, ENGINEERS AND ENGINE-DRIVERS, AND GRANT OF NEW CERTIFICATES.

Saving of powers conferred by English Acts and Orders in Council in reference to Board of Trade and Colonial certificates.

35. Nothing in this Act shall affect—

(*a*) the powers conferred by the Merchant Shipping Acts, 1854 to 1892, on Courts making investigations referred to in section 260 or section 263 or holding enquiries under section 262 of this Act to suspend or cancel Board of Trade or Colonial certificates, or

(*b*) any powers conferred on any Local Government by Order in Council made under the Merchant Shipping (Colonial) Act, 1869, for dealing with, or granting Colonial certificates in place of Board of Trade or Colonial certificates which have been suspended or cancelled.

Power to issue local certificates in lieu of Board of Trade or Colonial certificates which have been suspended or cancelled.

36. (1) When any Court referred to in clause (*a*) of section 35 suspends or cancels any Board of Trade or Colonial certificate, the Local Government may, if it thinks fit, whether or not a recommendation to that effect has been made by the Court, grant, without examination, to the holder of the certificate, when the certificate is a certificate as master, a local certificate of competency as mate, and, when the certificate is a certificate as mate or engineer, a local certificate of competency as mate or engineer, as the case may be, of a grade lower than that which he held at the time of the suspension or cancellation :

Provided that the power conferred by this sub-section shall not be exercised by any Local Government which is for the time being empowered to grant Colonial certificates in place of Board of Trade or Colonial certificates which have been suspended or cancelled.

2. A certificate granted under sub-section (1) shall have the same effect as if it had been granted after examination.

Power for Court to suspend or cancel local certificates of masters, mates or engineers.

37. (1) A local certificate (whether of competency or service) granted to a master, mate or engineer may, if a Court conducting an investigation under Chapter XXVII finds that the loss, abandonment or stranding of or damage to any ship, or loss of life, has been caused by the wrongful act or default of the master, mate or engineer, or that he is incompetent or has been guilty of any gross act of drunkenness, tyranny or other misconduct, be suspended or cancelled by the Court.

Provided that the Court shall not suspend or cancel a certificate unless the holder of the certificate was furnished before the commencement of the investigation with the copy of the report or statement required by section 262 or section 263, as the case may be.

(2) At the conclusion of the investigation, or as soon afterwards as possible, the Court shall state in open sitting the decision to which it may have come with respect to the suspension or cancellation of any certificate.

Power for Local Government to suspend or cancel local certificates of masters, mates or engineers.

38. A local certificate (whether of competency or service) granted to a master, mate or engineer may be suspended or cancelled, either by the Local Government which granted the same or by any other Local Government, in any of the following cases, that is to say :—

(*a*) if, on any investigation made beyond British India under the Merchant Shipping Acts, 1854 to 1892, or on any investigation made beyond British India by any Court or tribunal for the time being authorised by the Legislature of any British Possession to make inquiry into charges of incompetency or misconduct on the part of masters, mates or engineers of ships, or as to shipwrecks or other casualties affecting ships, the Court or tribunal reports that the master, mate or engineer is incompetent, or has been guilty of any gross act of misconduct, drunkenness or tyranny or that the loss, stranding or abandonment of, or damage to, any ship, or loss of life, has been caused by his wrongful act or default ;

(*b*) if he is proved to have been convicted of any offence which, if committed in British India, would be non-bailable, or, if committed in England, would be a felony ;

(*c*) if, in the case of a master, he has been superseded by the order of any Admiralty Court, or of any Naval Court constituted as provided by the Merchant Shipping Act, 1854, or by any other law for the time being in force.

Power for Local Government to suspend or cancel local certificates of engine drivers.

39. Notwithstanding anything in the foregoing provisions of this chapter, the Local Government may at any time, without any formal investigation, suspend or cancel any local certificate granted by it to an engine-driver, if, in its opinion, the holder is, or has become, unfit to act as an engine-driver.

Obligation to deliver up local certificate on suspension or cancellation.

40. (1) Every master, mate or engineer, whose certificate has been suspended or cancelled by a Court under section 37 shall deliver the certificate to the Court, and the Court shall forward the same to the Local Government, together with the report which it is required by section 269, sub-section (1), to transmit to that Government.

(2) Every master, mate, engineer or engine-driver whose certificate has been suspended or cancelled under section 38 or section 39 shall deliver the certificate to the Superintendent of the Mercantile Marine Office or to such other person as the Local Government which suspended or cancelled the certificate may direct.

3. Any master, mate, engineer or engine-drive failing to deliver a certificate as required by this section shall be punished with fine which may extend to five hundred rupees.

Report to other local Governments.

41. If the Local Government which suspends or cancels a certificate under section 38 is not the Local Government which granted the certificate, the Local Government so suspending or cancelling the certificate shall report the proceedings, and the fact of suspension or cancellation, to the Local Government which granted the certificate.

Report to Board of Trade.

42. Every Local Government suspending or cancelling a certificate under section 38 shall, as soon as may be practicable, report to the Board of Trade the fact of such suspension or cancellation.

Power to revoke suspension or cancellation and to grant new local certificate.

43. (1) Any Local Government may, at any time, revoke any order of suspension or cancellation which it may have made under section 38 or section 39, or grant, without examination, to any person whose certificate it has so cancelled, a new local certificate of the same or of any lower grade.

(2) A certificate granted under sub-section (1) shall have the same effect as if it had been granted after examination.

(3) A local certificate for a home-trade ship shall be deemed, for the purposes of this section, to be of a lower grade than a local certificate for a foreign-gong ship.

Duties and powers of Local Government where a local certificate has been suspended or cancelled by a Court.

44. The duties imposed and powers conferred by sections 41, 42 and 43 on the Local Government which suspends or cancels a local certificate shall, when a Court has under section 37 suspended or cancelled a local certificate, be performed and exercised by the Local Government to which the Court has forwarded the certificate under section 40, sub-section (1), as if such Local Government had itself suspended or cancelled the certificate under section 38.

General provision with respect to surrender of certificates.

45. (1) When any Board of Trade, Colonial or local certificate of a master, mate, engineer or engine-driver is suspended or cancelled under any law for the time being in force, he shall deliver to the Court or person entitled to receive delivery from him of such suspended or cancelled certificate every other Board of Trade, Colonial or local certificate, if any, held by him.

(2) If any master, mate, engineer or engine-driver fails to comply with the requirement of sub-section (1), he shall be punished with fine which may extend to five hundred rupees.

CHAPTER VII.

ENGAGEMENT OF SEAMEN.

Licenses to procure seamen.

46. (1) The Local Government, or any Board or officer authorised by the Local Government in this behalf, may grant to such persons as may be deemed fit licenses to engage or supply seamen for ships.

(2) Such licenses shall be granted on such terms, shall continue for such periods, and shall be revocable on such conditions, as the Local Government may think proper.

Penalty for supplying seamen without license, employing unlicensed person or receiving seamen illegally supplied.

47. (1) If any person not licensed as aforesaid (other than the owner or master or mate of the ship, or some person who is *bona fide* the servant and in the constant employ of the owner, or a Superintendent of a Mercantile Marine Office) engages or supplies any seamen to be entered on board any ship, he shall for each seaman so engaged or supplied be punished with fine which may extend to one hundred rupees.

(2) If any person employs any unlicensed person (not being a person excepted by sub-section (1)), for the purpose of engaging or supplying any seaman to be entered on board any ship, he shall for each seaman so engaged or supplied be punished with fine which may extend to one hundred rupees, and, if licensed as aforesaid, shall in addition forfeit his license.

(3) If any person knowingly receives or accepts to be entered on board any ship any seaman who has been engaged or supplied contrary to the provisions of this Act, he shall for each seaman so engaged or supplied be punished with fine which may extend to one hundred rupees.

Penalty for receiving remuneraton from seamen for shipping them.

48. If any person demands or receives, either directly or indirectly, from any seaman, or from any person seeking employment as a seaman, or from any person on his behalf, any remuneration whatever (except in accordance with section 22), for providing him with employment on board a ship, he shall be punished with fine which may extend to fifty rupees, and, if licensed as aforesaid, shall in addition forfeit his license.

Masters of foreign-going British ships to enter into agreements with seamen.

49. The master of every foreign-going British ship shall enter into an agreement with every seaman whom he engages at, and carries to sea from, any port in British India as one of his crew.

Form and contents of agreement.

50. (1) Every such agreement shall be in a form sanctioned by the Governor General in Council, shall be dated at the time of the first signature thereof, and shall contain the following particulars as terms thereof (that is to say)—

(*a*) either—

(*i*) the nature and, as far as practicable, the duration of the intended voyage or engagement, or

(*ii*) the maximum period of the voyage or engagement and (*i*) the places or parts of the world to which the voyage or engagement is to extend or (*ii*) the places or parts of the world to which the voyage or engagement is not to extend ;

(*b*) the number and description of the crew, specifying how many are engaged as sailors ;

(*c*) the time at which each seamen is to be on board or to begin work ;

(*d*) the capacity in which each seaman is to serve;

(*e*) the amount of wages which each seaman is to receive ;

(*f*) a scale of the provisions which are to be furnished to each seaman, such scale being in the case of lascars or other native seamen, not less than a scale to be fixed by the Governor General in Council and published in the Gazette of India.

(*g*) any regulations as to conduct on board, and as to fines or other lawful punishments for misconduct, which have been sanctioned by the Governor General in Council as regulations proper to be adopted, and which the parties agree to adopt ; and

(*h*) where it is agreed that the service of any lascar or other native seaman shall end at any port not in British India, a stipulation—

that fit employment shall be provided for him on board some other ship bound to the port at which he was shipped, or such other port in British India as may be agreed on, or

that a passage shall be provided for him to some port in British India free of charge, or on such other terms as may be agreed on.

(2) Every such agreement shall be so framed as to admit of stipulations to be adopted at the will of the master and seaman in each case (not being inconsistent with the provisions of any enactment for the

time being in force relating to merchant shipping) as to advance of wages and supply of warm clothing, and may contain any other stipulations which are not contrary to law.

Signature of agreement, explanation of agreement to seamen, and disposal of copies.

51. (1) Every such agreement shall be signed by the master before any seaman signs the same, and every stipulation referred to in clause (*h*) of section 50 shall be signed by the owner of the ship or his agent.

(2) Every such agreement shall (subject to the provisions of sub-section (5) be signed by each seamen in the presence of a Superintendent of a Mercantile Marine Office.

(3) The Superintendent shall cause the agreement to be read over and explained to each seaman, in a language understood by him, or shall otherwise ascertain that each seaman understands the same before he signs it, and shall attest each signature.

(4) When the crew is first engaged the agreement shall be signed in duplicate. One copy shall be retained by the Superintendent, and the other shall contain a special place or form for the descriptions and signatures of substitutes or persons engaged subsequently to the first departure of the ship, and shall be delivered to the master.

(5) In the case of substitutes engaged in the place of seamen who have duly signed the agreement, and whose services are lost within twenty-four hours immediately before the ship puts to sea, by death, desertion or other unforeseen cause, the engagement shall, when practicable, be made before some Superintendent of a Mercantile Marine Office; and whenever the engagement cannot be so made, the master shall, before the ship puts to sea, if practicable, and, if not, as soon afterwards as possible, cause the agreement to be read over and explained to the seamen; and the seamen shall thereupon sign the same in the presence of a witness, who shall attest their signatures.

Engagement of a single seaman for a foreign-going ship belonging to the United Kingdom or a British Possession.

52. (1) If the master of any foreign-going British ship belonging to the United Kingdom or any British Possession other than British India has an agreement with his crew, made in due form according to the law of the place to which the ship belongs, or in which her crew were engaged and engages a single seaman, not being a lascar or other native seaman, at any port in British India, the seaman may sign the agreement so made, and, notwithstanding anything in section 50, it shall not be necessary for him to sign an agreement in the form required by that section.

(2) Every seaman signing an agreement under sub-section (1) shall do so in the presence of a Superintendent of a Mercantile Marine Office.

(3) The Superintendent shall cause the agreement to be read over and explained to the seaman, in a language understood by him, or shall otherwise ascertain that the seaman understands the same before he signs it and shall attest his signature.

Running agreements for foreign-going British Ships making short voyages.

53. (1) In the case of any foreign-going British ship making voyages averaging not more than six months in duration a running agreement with the crew may be made to extend over two or more voyages, but every such agreement shall terminate either within six months from the date on which it was executed, or on the first arrival of the ship at her port of destination in British India after the expiration of that period, or on the discharge of cargo consequent upon such arrival :

Provided that no such agreement shall continue in force if, after the expiration of such period as aforesaid, the ship proceeds on a voyage from a port out of British India to any other such port which is not on the direct road to her port of destination in British India.

(2) The provisions of sections 50 and 51 shall apply to every running agreement made under sub-section (1) ; and every seaman shall sign the same, whether engaged upon the first commencement thereof or otherwise.

Agreements for home-trade British ships.

54 (1) The master of every home-trade British ship of a burden of eighty tons or upwards shall enter into an agreement with every seaman whom he engages at, and carries to sea from, any port in British India as one of his crew.

(2) The provisions of sections 50 to 53 (both inclusive) shall apply to every such agreement, as if the ship were a foreign-going ship :

Provided as follows :—

(*a*) the agreement need not, unless the master thinks fit, be signed by the seamen in the presence of a Superintendent of a Mercantile Marine Office ;

(*b*) where any seaman has not so signed the agreement, the master shall, before the ship puts to sea, if practicable, and, if not, as soon afterwards as possible, cause the agreement to be read over and explained to him, and the seaman shall thereupon sign the same in the presence of a witness, who shall attest his signature ;

(*c*) where several home-trade ships of a burden of eighty tons or upwards belong to the same owner, then—

(*i*) the agreement with the seamen may be made by the owner instead of by the master, and the seamen may be engaged to serve in any two or more of such ships, provided that the names of the ships and the nature of the service are specified in the agreement ; and

(*ii*) the owner or his agent may enter into time-agreements, in forms to be sanctioned by the Governor General in Council, with individual seamen to serve in any one or more of such ships, which agreements need not terminate within six months from the dates on which they were respectively executed.

Penalties.

55. (1) If in any case a master of a British ship carries any seaman to sea without entering into an agreement with him in the form and manner and at the place and time hereby in such case required, the master, in the case of a foreign-going ship, and the master or the owner or his agent, in the case of a home trade ship, shall be punished with fine which may extend to fifty rupees for each such seaman.

(2) If any master or owner of a British ship enters into an agreement with a lascar or other native seaman for a scale of provisions less than the scale fixed under section 50 clause (*f*), he shall be punished with fine which may extend to two hundred rupees for each such seaman.

Power to board British ship and master seamen.

56. (1) For the purpose of preventing seamen from being taken on board any British ship at any port in British India contrary to the provisions of this Act, any Superintendent or Deputy Superintendent of a Mercantile Marine Office may enter at any time on board any such ship upon which he has reason to believe that seamen have been shipped, and may muster and examine the several seamen employed therein.

(2) Any person who obstructs a Superintendent or Deputy Superintendent in the exercise of his powers under sub-section (1) shall be punished with fine which may extend to one hundred rupees.

Irregular stipulations and alterations in agreements to be void.

57. (1) If any agreement made under this chapter (other than an agreement signed under section 52) between a master or owner of a British ship and a seaman contains a stipulation which is inconsistent with any provision of this Act, such stipulation shall be void.

(2) Every erasure, interlineation or alteration in any agreement as aforesaid (except additions made under this chapter for shipping substitutes or persons engaged subsequently to the first departure of the ship) shall be inoperative, unless proved to have been made with the consent of all the persons interested in such erasure, interlineation or alteration by the written attestation—

(*a*) (if made in her Majesty's dominions) of some Superintendent of a Mercantile Marine Office, Justice, officer of Customs or other public functionary, or

(*b*) (if made out of Her Majesty's dominions) of a British consular officer, or, where there is no such officer, of two respectable British merchants.

Copy of agreement to be made accessible to crew.

58. The master of every British ship for which an agreement has been made under this chapter (other than an agreement signed under section 52) shall, at the commencement of every voyage or engagement, cause a legible copy of the agreement, and if necessary a translation thereof in a language understood by the

majority of the crew (omitting the signatures), to be placed or posted up in the ship so as to be accessible to the crew, and in default shall be punished with fine which may extend to fifty rupees.

Changes in crew of foreign-going British ship to be reported.

59. (1) The master of every foreign-going British ship of which the crew has been engaged before a Superintendent of a Mercantile Marine Office, whether in British India or elsewhere shall, before finally leaving British India, sign and send to the nearest Superintendent of a Marcantile Marine Office a full and accurate statement, in a form sanctioned by the Governor General in Council, of every change which takes place in his crew before finally leaving British India, and in default shall be punished with fine which may extend to fifty rupees.

(2) Such statement shall be admissible in evidence.

Discharge and engagement of seamen of foreign-going British ship during pendency of a running agreement.

60. (1) The master of every foreign-going British ship for which a running agreement is made under section 53 shall upon every return to any port in British India before the termination of the agreement, discharge or engage before the Superintendent of the Mercantile Marine Office at such port any seaman whom he is required by law so to discharge or engage;

and shall, upon every such return, endorse on the agreement a statement (as the case may be) either that no such discharges or engagements have been made or are intended to be made before the ship again leaves port, or that all such discharges or engagements have been duly made as hereinbefore required;

and shall deliver the agreement so endorsed to the Superintendent.

(2) Any master who wilfully makes a false statement in such endorsement shall be punished with fine which may extend to two hundred rupees.

(3) The Superintendent shall also sign an endorsement on the agreement to the effect that the provisions of this Act relating to such agreement have been complied with, and shall re-deliver the agreement so endorsed to the master.

(4) In this section "termination" means when an agreement has been renewed under section 61, the termination of the period for which the agreement has been so renewed.

Renewal of running agreement for foreign-going British ship.

61. (1) When a running agreement with the crew of a foreign-going British ship has been made under section 53, and the ship arrives, after the expiration of a period of six months from the date on which the agreement was executed, at a port of destination in British India which is not the port at which the crew have agreed to be discharged, the master may, with the previous sanction of the Superintendent of the Mercantile Marine Office, renew the agreement, or he may be required by the Superintendent to renew the same, for the voyage from such port of destination to the port in British India at which the crew have agreed to be discharged.

(2) If the master is required by the Superintendent to renew the agreement and refuses so to do, any expenses which may be incurred by the Government for the subsistence of the new crew and their conveyance to the port at which they have agreed to be discharged shall be a charge upon the ship, and shall be recoverable as if they were expenses incurred in respect of distressed seamen under the provisions of Chapter XVIII.

Seamen of British ship discharged before voyage to have compensation.

62. Any seaman belonging to a British ship who has signed an agreement under this chapter, and is afterwards discharged before the commencement of the voyage or before one month's wages are earned, without fault on his part justifying such discharge and without his consent, shall be entitled to receive from the master or owner, in addition to any wages he may have earned, due compensation for the damage thereby caused to him, not exceeding one month's wages,

and may, on adducing such evidence as the Court or Magistrate hearing the case may deem satisfactory of his having been discharged as aforesaid, recover such compensation as if it were wages duly earned.

Engagements between masters of foreign ships and native seamen.

63. (1) Whenever the master of a foreign-going foreign ship or a home-trade foreign ship of a burden of eighty tons or upwards makes an engagement—

(*a*) at Aden, with a seaman being a native of Asia or Africa, or

(*b*) at any other port in British India, with a seaman being a native of India,

to proceed to sea, he shall enter into an agreement with such seaman.

(2) The provisions of section 50, section 51, sub-sections (1), (2) and (3), and sections 57, 58, 59 and 62 shall apply to every agreement made for a foreign-going foreign ship under this section, as if the ship were a British ship.

(3) The provisions of section 50, section 51, sub-sections (1), (2) and (3), and sections 57, 58 and 62 shall apply to every agreement made for a home-trade foreign ship under this section, as if the ship were a British ship :

Provided as follows :—

(*i*) the agreement need not, unless the master thinks fit, be signed by the seaman in the presence of a Superintendent of a Mercantile Marine Office ;

(*ii*) where any seaman has not so signed the agreement the master shall, before the ship puts to sea if practicable, and if not, as soon afterwards as possible, cause the agreement to be read over and explained to him, and the seaman shall thereupon sign the same in the presence of a witness, who shall attest his signature.

(4) Whenever an agreement for a foreign-going foreign ship has been made under this section, the master shall give to the Superintendent of the Mercantile Marine Office before whom the agreement was signed a bond, with the security of some approved person resident in British India, for an amount calculated at the rate of one hundred rupees for every seaman signing the agreement, and conditioned for the due observance of the agreement and of the provisions referred to in sub-section (2), and for the repayment to the Secretary of State for India in Council of all expenses which may be incurred by the Government in respect of any such seaman who may be discharged or left behind at any port out of India and becomes distressed and is relieved under the provisions of the Merchant Shipping Act, 1854, section 211, and the enactments amending the same.

Penalty for master of foreign ship illegally engaging native seamen.

64. If any master of a foreign ship engages any seamen referred to in section 63 to proceed to sea, otherwise than in accordance with the provisions of that section, he shall be punished with fine which may extend to one hundred rupees for each such seaman.

Power to board foreign ship and muster seamen.

65. (1) Any Superintendent or Deputy Superintendent of Mercantile Marine Office may enter at any time on board any foreign ship upon which he has reason to believe that any such seaman has been shipped, and may muster and examine the several seamen employed therein.

(2) Any person who obstructs a Superintendent or Deputy Superintendent in the exercise of his powers under sub-section (1) shall be punished with fine which may extend to one hundred rupees.

Power to prohibit engagement of native seamen.

66. (1) The Local Government, or such officer as it may appoint in this behalf, may, by order in writing signed by one of its Secretaries or by such officer, prohibit any person from engaging in the territories subject to the said Government, or in any specified portion of such territories, any native of India to serve as a seaman on board any ship, whether British or foreign, specified in the order; but in every case the reasons for the prohibition shall be stated in writing.

(2) Whoever wilfully disobeys any such prohibition shall be punished with imprisonment for a term which may extend to three months, or with fine which may extend to one thousand rupees, or with both.

CHAPTER VIII.

PRODUCTION OF CERTIFICATES OF OFFICERS AND AGREEMENTS WITH SEAMEN.

Production of certificates and agreements in the case of foreign-going British ships.

67. (1) The master of every foreign-going British ship for which an agreement is made under chapter VII (other than an agreement signed under section 52) shall, on signing the agreement, produce to the Superintendent of the Mercantile Marine Office before whom the same is signed the certificate or certificates which the master, mate or mates (if any) and engineer

or engineers (if any) are required by Chapter V to possess; and upon such production being duly made, and the agreement being duly executed as required by Chapter VII, the Superintendent shall sign and give to the master a certificate to that effect.

(2) Where a running agreement for a foreign-going British ship has been made under section 53, the Superintendent of the Mercantile Marine Office shall, before the second and every subsequent voyage made after the commencement of the agreement, sign and give to the master, on his complying with the provisions contained in Chapter VII with respect to such agreements, and producing to the Superintendent the certificate of any mate or engineeer then first engaged by him, a certificate to that effect.

(3) The master of every ship referred to in sub-section (1) or sub-section (2) shall, before proceeding to sea, produce the certificate given to him thereunder to the officer authorised to grant a port-clearance.

(4) No officer as aforesaid shall grant a port-clearance for any such ship unless such certificate is so produced; and, if any attempt is made to take any such ship to sea without a clearance, the Local Government may detain her until such certificate is so produced.

(5) The master of every foreign-going British ship shall, within forty-eight hours after the ship's arrival at her final port of destination in British India, or upon the discharge of the crew at that port, whichever first happens, deliver the agreement with the crew (whether the same was made under this Act or any other law) to the Superintendent of the Mercantile Marine Office.

(6) Such Superintendent shall thereupon give to the master a certificate of such delivery; and no officer of Customs shall permit the entry of any such ship inwards unless such certificate is produced to him.

(7) If any master fails to deliver the agreement with the crew to the Superintendent as directed by sub-section (6) he shall be punished with fine which may extend to fifty rupees.

Production of certificates and agreements in the case o home-trade British ships.

68. (1) Within a period of twenty-one days after the thirtieth day of June and the thirty-first day of December in every year, or, if the ship is not at any port in British India within such period in any year then within forty-eight hours after her next arrival at any port in British India,—

(*a*) the master or owner of every home-trade British ship which is required by Chapter V. to carry a certificated officer or certificated officers shall produce to some Superintendent of a Mercantile Marine Office in British India the certificate or certificates which the master, only or first mate (if any) and only or first engineer (if any) are required by that chapter to possess, and

(*b*) the master or owner of every home-trade British ship of a burden exceeding eighty tons shall transmit or deliver to some Superintendent as aforesaid every agreement made with the crew within the six calendar months next preceding the said thirtieth day of June or thirty-first day of December, as the case may be.

(2) Such Superintendent shall thereupon sign and give to the master or owner a certificate of such production, transmission or delivery, as the case may be.

(3) The master of every ship referred to in sub-section (1) shall, before proceeding to sea, produce the certificate or certificates given to him under sub-section (2) to the officer authorised to grant a port-clearance.

(4) No officer as aforesaid shall grant a port-clearance for any such ship unless such certificate or certificates is or are so produced; and, if any attempt is made to take any such ship to sea without a clearance, the Local Government may detain her until such certificate or certificates is or are so produced.

(5) If any agreement made with the crew of any such ship is not transmitted or delivered to a Superintendent as directed by sub-section (1), the master and owner shall each be punished with fine which may extend to fifty rupees.

Production of certificates and agreements in the case of foreign ships.

69. (1) The master of every foreign steam-ship which is required by section 33 to carry an officer or officers possessing a local Board of Trade or Colonial certificate shall, before leaving any port in British India, produce the said certificate or certificates to the Superintendent of the Mercantile Marine Office; and upon such production being duly made, the Superintendent shall sign and give to the master a certificate to that effect.

(2) When any agreement between the master of a foreign ship and a seaman has been duly executed under Chapter VII at any port, and (in the case of a foreign-going ship) the master has given a bond under section 63, sub-section (4), the Superintendent of the Mercantile Marine Office at that port shall sign and give to the master a certificate to that effect.

(3) The master of every ship referred to in sub-sections (1) and (2) shall, before proceeding to sea, produce the certificate or certificates given to him thereunder to the officer authorised to grant a port-clearance.

(4) No officer as aforesaid shall grant a port-clearance for any such ship unless such certificate or certificates is or are so produced; and if any attempt is made to take any such ship to sea without a clearance the Local Government may detain her until such certificate or certificates is or are so produced.

(5) The master of every foreign ship for which an agreement has been made under section 63 shall, within forty-eight hours after the ship's arrival at her port of final destination in British India, or upon the discharge of the crew at that port, whichever first happens, deliver the agreement to the Superintendent of the Mercantile Marine Office.

(6) Such Superintendent shall thereupon give to the master a certificate of such delivery; and no officer of Customs shall permit the entry of any such ship inwards unless such certificate is produced to him.

(7) If any master fails to deliver the agreement with the crew to the Superintendent as directed by sub-section (5), he shall be punished with fine which may extend to fifty rupees.

CHAPTER IX.

WAGES AND DISCHARGE OF SEAMEN AND APPRENTICES, AND SETTLEMENT OF CLAIMS.

Advance of Wages.

Advance of wages.

70. (1) Any agreement with a seaman of a British ship made under Chapter VII (other than an agreement signed under section 52) may contain a stipulation for payment to the seaman, conditionally on his going to sea in pursuance of the agreement, of a sum not exceeding the amount of one month's wages payable to the seaman under the agreement.

(2) No advance of wages shall be made, and no advance-note shall be given, to any person but the seaman himself, and, where a seaman signs the agreement in the presence of a Superintendent of a Mercantile Marine Office, no advance-note shall be given to him except in the presence of such Superintendent.

(3) Any agreement made otherwise than as authorised by this section by or on behalf of the employer of a seaman of a British ship, for the payment of money to or on behalf of the seaman conditionally on his going to sea from any port in British India,

and any advance made or advance-note given in contravention of this section,

shall be void, and no money paid in satisfaction or in respect of any such agreement or advance-note shall be deducted from the seaman's wages, and no person shall have any right of action, suit or set-off against the seaman or his assignee in respect of any money so paid or purporting to have been so paid.

(4) Nothing in this section shall affect any allotment made under this chapter.

Allotment of Wages.

Stipulation for allotment to be inserted in the agreement.

71. (1) Every agreement with a seaman of a British ship made under Chapter VII (other than an agreement signed under section 52) shall, if the seaman so require, stipulate for the allotment during his absence of any part not exceeding one-half of the wages of the seaman in favour of any relatives of the seaman or members of his family.

(2) Every such stipulation shall be signed by the owner of the ship or his agent.

Allotment-notes.

72. (1) Every such allotment shall be made by means of an allotment-note.

(2) Every allotment-note shall be in a form sanctioned by the Local Government, and shall be made for the benefit only of a relative of the seaman or some member of his family to be named in the note.

Payment of sums allotted.

73. (1) A payment under an allotment-note shall begin at the expiration of one month from the date of the agreement, or at such later date as may be fixed by the agreement, and shall be made at the expiration of every subsequent month, or of such other periods as may be fixed by the agreement, and shall be made only in respect of wages earned before the date of payment.

(2) The owner or any agent who has authorised the drawing of an allotment-note shall pay to the Superintendent of the Mercantile Marine Office on demand the sums due under the note, and, if he fails to do so, the Superintendent may sue for and recover the same with costs:

Provided as follows:—

(*a*) no such sum shall be recoverable if it is shown to the satisfaction of the Court or Magistrate trying the case that the seaman has forfeited, or ceased to be entitled to, the wages out of which the allotment was to have been paid;

(*b*) the seaman shall be presumed to be duly earning his wages unless the contrary is shown to the satisfaction of the Court or Magistrate, either by a statement made under section 59 of the change in the crew caused by his absence, or by a duly certified copy of some entry in the official log to the effect that he has died or left the ship, or by a credible letter from the master of the ship to the same effect, or by such other evidence, of whatever description, as the Court or Magistrate may consider sufficient.

(3) The Superintendent, on receiving any such sum as aforesaid, shall pay it over to the person named in that behalf in the allotment-note.

(4) All such receipts and payments shall be entered in a book to be kept for the purpose, and all entries in the said book shall be authenticated by the signature of the Superintendent or the Deputy Superintendent.

(5) The said book shall be at all reasonable times open to the inspection of the parties concerned.

Legal Rights to Wages and Salvage.

Right to wages when to commence.

74. The right of a seaman of a British ship to wages shall be taken to commence either at the time at which he begins work, or at the time specified in the agreement for his being on board or beginning work, whichever first happens.

Seamen not to forfeit lien on ship remedy for recovery of wages, or salvage rights.

75. (1) No seaman of a British ship shall by any agreement forfeit his lien upon the ship or be deprived of any remedy for the recovery of his wages to which he would otherwise have been entitled.

(2) Every stipulation in any agreement by which a seaman of a British ship consents to abandon his rights to wages in case of the wreck or loss of the ship, or to abandon any right which he may have or obtain in the nature of salvage, shall be wholly inoperative.

(3) Nothing in this section shall apply to any stipulation made by the seamen belonging to any British ship which, according to the terms of the agreement, is to be employed on salvage service, with respect to the remuneration to be paid to them for salvage services, to be rendered by such ship to any other ship.

Wages not to be dependent on the earning of freight.

76. (1) The right of a seaman of a British ship to wages shall not be dependent on the earning of freight.

(2) Every seaman and apprentice of a British ship who would be entitled to demand and recover any wages if the ship had earned freight shall, subject to all other rules of law and conditions applicable to the case, be entitled to claim and recover the same notwithstanding that freight has not been earned; but, in all cases of wreck or loss of the ship, proof that he has not exerted himself to the utmost to save the ship, cargo and stores shall bar his claim.

Right of seaman to wages to cease with termination of service by wreck or by being left on shore under a certificate.

77. Where the service of any seaman of a British ship terminates before the period contemplated in the agreement, by reason of the wreck or loss of the ship, or by reason of his being left on shore under a certificate of unfitness, or inability to proceed to sea granted under section 207 of the Merchant Shipping Act, 1854, or section 150 of this Act, the seaman shall be entitled to wages for the time of service prior to such termination as aforesaid, but not for any further period.

Wages not to accrue during refusal to work or imprisonment.

78. No seaman or apprentice of a British ship shall be entitled to wages for any period during which he unlawfully refuses or neglects to work when required whether before or after the time specified in the agreement for his beginning work; nor, unless the Court or Magistrate hearing the case otherwise directs, for any period during which he is lawfully imprisoned for any offence committed by him.

Discharge and Payment of Wages, and Settlement of Claims.

Discharge and payment before Superintendent.

79. (1) All seamen discharged from any foreign-going British ship at any port in British India shall be discharged and receive their wages in the presence of a Superintendent of a Mercantile Marine Office, except in cases where some competent Court otherwise directs.

(2) Any master or owner who discharges any seaman or pays his wages in contravention of the provisions of sub-section (1) shall be punished with fine which may extend to one hundred rupees.

(3) In the case of home-trade British ships of a burden exceeding eighty tons, seamen may, if the owner or master so desires, be discharg-

ed and receive their wages in the presence of a Superintendent of a Mercantile Marine Office, except in cases where some competent Court otherwise directs.

Account of wages and deductions.

80. (1) Every master of a British ship shall, not less than twenty-four hours before paying off or discharging any seaman, deliver to him, or, if he is to be discharged in the presence of a Superintendent of a Mercantile Marine Office, to such Superintendent, a full and true account, in a form sanctioned by the Local Government, of his wages and of all deductions to be made thereform on any account whatever, and in default shall be punished with fine which may extend to fifty rupees :

Provided that, when a seaman is to be discharged in the presence of a Superintendent of a Mercantile Marine Office, such account may be delivered to the seaman himself at or before the time when he leaves the ship.

(2) No deduction from the wages of any seaman of a British ship (except in respect of any matter happening after such delivery as aforesaid) shall be allowed unless it is included in the account delivered under sub-section (1).

(3) Every master of a British ship shall during the voyage enter the various matters in respect of which such deductions are made with the amounts of the respective deductions as they occur, in a book to be kept for the purpose and shall if required produce such book at the time of the payment of wages and also upon the hearing before any competent authority of any complaint or question relating to such payment.

On discharge, master to give seamen certificates of discharge, and return certificates to mates and engineers.

81. (1) Every master of a British ship shall upon the discharge of any seaman, or upon payment of his wages, sign and give him a certificate of discharge, in a form sanctioned by the Local Government, specifying the period of his service and the time and place of his discharge ; and shall in default be punished with fine which may extend to one hundred rupees.

(2) Every such certificate shall contain columns for the entry of particulars as to the conduct, character and qualifications of the seaman ; but the master shall not be bound to enter any such particulars therein.

(3) Every master of a British ship shall upon the discharge of any certificated mate or engineer whose certificate has been delivered to and retained by him, return such certificate, and shall in default be punished with fine which may extend to two hundred rupees.

Release to be signed on settlement of claim.

82. (1) Upon the completion in the presence of a Superintendent of a Mercantile Marine Office of any discharge and settlement, as between the master or owner of a British ship and a seaman, the master or owner and the seaman shall respectively, in the presence of the Superintendent, sign in a form sanctioned by the

Local Government, a mutual release of all claims in respect of the past voyage or engagement, and the Superintendent shall also sign and attest the release and shall retain the same.

(2) Such release, so signed and attested, shall operate as a mutual discharge and settlement of all demands between the parties thereto in respect of the past voyage or engagement.

(3) A copy of such release, certified under the hand of such Superintendant to be a true copy, shall be given by him to any party to the release who may require the same, and such copy shall be admissible in evidence upon any future question touching such claims as aforesaid, and shall have all the effect of the original.

(4) In cases in which discharge and settlement in the presence of a Superintendent of a Mercantile Marine Office are required by section 79, sub-section (1), no payment, receipt, settlement or discharge otherwise made shall operate as, or be admissible in evidence of, the release or satisfaction of any claim.

Settlement of wages by Superintendent.

83. Notwithstanding anything in section 82, the final settlement of the wages of a seaman of a British ship may, if the seaman consents, be left to the Superintendent of a Mercantile Marine Office under rules (if any) made by the Local Government; and the receipt of the Superintendent shall in that case operate as a release by the seaman under section 82.

Statement of payments made to be given to master, and to be evidence.

84. Upon any payment being made by a master of a British ship to a seaman in the presence of the Superintendent of a Mercantile Marine Office the Superintendent shall, if so required, sign and give to the master a statement of the whole amount so paid; and such statement shall, as between the master and his employer, be admissible in evidence that he has made the payments therein mentioned.

Period within which wages are to be paid.

85. (1) The owner or master of every British ship shall pay to each seaman his wages within one week after the delivery of the cargo has been commenced:

Provided that when a seaman lawfully leaves his ship at the end of his engagement he shall be paid on account at that time twenty rupees, or one-fourth of the balance due to him, whichever is least, and shall be paid the remainder of his wages within two clear days, exclusive of any Sunday or public holiday after he so leaves the ship.

2. In the event of a seaman's wages or any part thereof not being paid or settled as by this section required, then, unless the delay is due to the act or default of the seaman or to some treasonable dispute as to liability, or to some other cause not being the act or default of the owner or master, the seaman's wages shall continue to run and be payable until the time of the final settlement thereof.

Rate of exchange for payment of seamen or apprentices in British Indian money.

86. (1) Where an agreement with the master of a British ship stipulates for the payment of wages or any other money to a seaman or apprentice in British sterling or any other currency not being British Indian currency, any payment in British India, if made in British Indian currency, shall, notwithstanding anything in the agreement be made at the rate of exchange for the time being current at the place where the payment is made.

(2) The Governor-General in Council may, by notification in the *Gazette of India*, declare what shall be deemed, for the purposes of sub-section (1), to be the rate of exchange for the time being current at any place in British India.

Award by Superintendent.

87. (1) Any Superintendent of a Mercantile Marine Office may hear and decide any question as to wages which is raised before him between the master or owner of a British ship and a seaman or apprentice, provided the amount in question does not exceed fifty rupees and the Superintendent does not consider that the question ought to be decided by a Court of law.

(2) Subject to the provisions of sub-section (1) every Superintendent of a Mercantile Marine Office shall hear and decide any question whatever between a master or owner of a British ship and a seaman or apprentice which both parties agree in writing to submit to him.

(3) Every award made by a Superintendent under sub-section (1) or sub-section (2) shall be binding on both parties, and shall, in any legal proceeding which may be taken in the matter before any Court or Magistrate, be deemed to be conclusive as to the rights of the parties.

(4) Any document purporting to be an agreement or award made under this section shall be admissible in evidence.

Master and others to produce ship's papers to Superintendents, and give evidence.

88. (1) In any proceeding relating to the wages, discharge or claims of any seaman or apprentice of a British ship which is carried on before a Superintendent of a Mercantile Marine Office under the provisions of this Act, the Superintendent may call upon the owner or his agent, the master or any mate or other member of the crew, to produce any logs, papers or other documents in their respective possession or power relating to any matter in question in such proceeding, and may call before him and examine on any such matter any of such persons being then at or near the place where such office is situate.

(2) Every owner, agent, master or mate or other member of the crew who, when so called upon by the Superintendent, does not produce any such paper or document as aforesaid if in his possession or power, or does not appear and give evidence, shall, unless he furnishes some reasonable excuse for such default, be punished with fine which may extend to fifty rupees.

Application to Magistrate for recovery of wages not exceeding five hundred rupees.

89. (1) Any seaman or apprentice of a British ship, or any person duly authoritised on his behalf, may apply to any Magistrate acting in or near the place at which the service has terminated or at which the seamen or apprentice has been discharged, or at which any person upon whom the claim is made is or resides, for the recovery of any amount of wages due to such seaman or apprentice not exceeding five hundred rupees.

Provided that any Magistrate to whom an application is made under this section may, instead of dealing with the same himself, refer the parties to a Colonial Court of Admiralty or a Civil Court.

(2) Every application dealt with by a magistrate under sub-section (1) shall be heard and determined in a summary manner, and the order of the magistrate thereon shall be final.

Bar of jurisdiction of superior Civil Courts in suits for wages not exceeding five hundred rupees.

90. No suit or proceeding for the recovery of wages not exceeding the sum of five hundred rupees shall be instituted by or on behalf of any seaman or apprentice of a British ship in any Colonial Court of Admiralty or (where there is a Court of Small Causes) in any Civil Court other than a Court of Small Causes, unless the owner of the ship is adjudged bankrupt or declared insolvent, or unless the ship is under arrest or has been sold by the authority of any such Court, or unless the Magistrate, acting under the authority of section 89, refers the parties to such Court.

Application of chapter to certain seamen of foreign ships.

91. The provisions of this chapter, so far as they may be applicable, shall apply in the case of agreements made under section 63 to serve in foreign ships, and in the case of seamen executing such agreements as if such ships were British ships.

CHAPTER X.

MASTER'S WAGES, DISBURSEMENTS AND LIABILITIES.

Remedies for recovery of master's wages and disbursements and for liabilities incurred by master.

92. (1) Every master of a British ship shall, so far as the case permits, have the same rights, liens and remedies for the recovery of his wages as by this Act or any other law or any custom a seaman has for the recovery of his wages.

(2) Every master of a British ship, and every person lawfully acting as master of a British ship by reason of the decease or incapacity from illness of the master of the ship, shall, so far as the case permit, have the same rights, liens and remedies for the recovery of disbursements properly made by him on account of the ship and for liabilities properly incurred by him on account of the ship, as a master of a British ship has, by sub-section (1) or any other law or any custom, for the recovery of his wages.

(3) If in any proceeding in any Colonial Court of Admiralty touching the claim of a master of a British ship, or any person lawfully acting as master of a British ship, to wages or such disbursements as

aforesaid, or on account of such liabilities as aforesaid, any right of set-off or counterclaim is set up, it shall be lawful for the Court to enter into and adjudicate upon all questions and to settle all accounts then arising or outstanding and unsettled between the parties to the proceeding, and to direct payment of any balance which is found to be due.

CHAPTER XI.

POWER TO RESCIND CONTRACTS.

Power to rescind contracts.

93. (1) Where a proceeding is instituted in or before any Court in relation to any dispute between an owner or master of a British ship and a seaman or apprentice, arising out of or incidental to their relation as such, or is instituted for the purposes of this section, the Court, if, having regard to all the circumstances of the case, it thinks it just so to do, may rescind any contract between the owner or master and the seaman or apprentice, or any contract of apprenticeship, upon such terms as the Court may think just.

(2) The power conferred by this section shall be in addition to any other jurisdiction which the Court can exercise independently of this section.

(3) For the purposes of this section, "Court" includes any Magistrate having jurisdiction in the matter to which the proceeding relates.

CHAPTER XII.

WAGES AND EFFECTS OF DECEASED SEAMEN AND APPRENTICES.

Master to take charge of money and effects of seamen and apprentices dying during voyage.

94. Whenever a seaman or apprentice dies during a voyage in a British ship which is to terminate at a port in British India, the master shall take charge of all money and effects which he leaves on board, and shall enter or cause to be entered in the official log (if any) a statement of the amount of such money and a description of such effects and, in case of a sale of any such effects, the sum received for each article sold.

Effects to be delivered, and money and wages paid, to Superintendent, with full account.

95. (1) The master shall, within forty-eight hours after his arrival at his port of destination in British India deliver such effects as aforesaid remaining in his hands, and pay all money which he has so taken charge of or received, and also the wages due to the deceased, to the Superintendent of the Mercantile Marine Office at such port, and shall give to such Superintendent an account of the effects, money and wages so to be delivered and paid.

(2) No deductions claimed in such account shall be allowed unless verified,—

(a) if there is an official log, by the entry therein required by section 166, clause (i), and

(b) by such other vouchers (if any) as may be reasonably required by the Superintendent.

Penalties for contravening section 94 or section 95.

96. If any master fails to take charge of any money or effects of a seaman or apprentice, or to make or cause to be made entries in respect thereof, or to make delivery or payment, or to give an account, as hereinbefore directed, he shall be accountable for the money, wages and effects of the seaman or apprentice to such Superintendent as aforesaid, and shall pay and deliver the same accordingly; and shall in addition be punished with fine which may extend to treble the value of the money, wages and effects, or, if such value is not ascertained, to five hundred rupees.

Wages of seamen and apprentices lost with their ship to be paid to Superintendent.

97. Where a seaman or apprentice of a British ship registered in British India has been lost with his ship, wages shall be paid by the owner of the ship to some Superintendent of a Mercantile Marine Office in British India.

Wages and effects of seamen and apprentices dying in British India to be made over to Superintendent.

98. Whenever any seaman or apprentice dies in British India, and is at the time of his death entitled to claim from the master or owner of any British ship in which he has served any unpaid wages or undelivered effects, such master or owner shall pay such wages, and deliver or account for such effects, to the Superintendent of the Mercantile Marine Office at the port at which the seaman or apprentice was discharged or was to have been discharged, and in default of so doing shall be punished with fine which may extend to treble the value of the money and effects, or, if such value is not ascertained, to five hundred rupees.

Procedure for recovery of money, wages and effects of deceased seamen and apprentices.

99. Any money, wages or effects referred to in section 94, section 95, section 97 or section 98 may be recovered by the Superintendent of a Mercantile Marine Office in the manner provided by Chapter IX or any other law for the time being in force for the recovery of a seaman's wages.

Evidence as to loss of ship.

100. (1) In any proceeding for the recovery of the wages of a seaman or apprentice of a British ship registered in British India who has been lost with his ship,—

(*a*) if it is shown by some official return produced out of the custody of any officer authorised to grant a port clearance or by other evidence, that the ship has, twelve months or upwards before the institution of the proceeding, left a port of departure in British India, and

(*b*) if a certificate from the Local Government is produced to the effect that the ship has not been heard of within a period of twelve months after such departure, and

(*c*) if it is not shown that the ship has been heard of within such period,

the ship shall be deemed to have been lost with all hands on board either immediately after the time at which she was last heard of, or at such later time as the Court may think probable.

(2) The production out of the custody of the Superintendent of any Mercantile Marine Office of any duplicate agreement or list of the crew made out at the time of the last departure of the ship from British India, or

the production of a certificate purporting to be a certificate from a Consular or other public officer at any port beyond British India, stating that certain seamen or apprentices were shipped in the ship from such port,

shall, unless the contrary be proved, be sufficient evidence that the seamen or apprentices therein named were on board at the time of the loss.

Disposal by Superintendent of money, wages and effects of deceased seamen and apprentices.

101. When money, wages or effects left by or due to any deceased seaman or apprentice who belonged to a British ship is or are received by a Superintendent of a Mercantile Marine Office, then, subject to such deductions for expenses incurred in respect of the seaman or apprentice or of his said money, wages or effects as the Superintendent may think proper to allow, the Superintendent may pay and deliver the said money, wages and effects to any claimants who can prove themselves to his satisfaction to be entitled thereto, and the Superintendent shall be thereby discharged from all further liability in respect thereof ;

or, if he thinks fit so to do, the Superintendent may require probate or letters of administration, or a certificate under the Succession Certificate Act, 1889, to be taken out, and thereupon pay and deliver the said money, wages and effects to the legal representative of the deceased.

Procedure where money, wages or effects of deceased seaman or apprentice not claimed within one year.

102. (1) Where the money, wages or effects of any deceased seaman or apprentice who belonged to a British ship has or have been received by a Superintendent of a Mercantile Marine Office, and no claim thereto substantiated within one year from such receipt, the Superintendent shall cause such effects to be sold and pay the proceeds of the sale, together with the unclaimed money and wages, into the Public Treasury.

(2) If, after any money has been so paid into the Public Treasury, any claim is made thereto, then

if the claim is established to the satisfaction of the Superintendent the amount or so much as shall appear to be due to the claimant shall be paid to him, and

If the claim is not so established, the claimant may apply by petition to a Magistrate ; and such Magistrate, after taking evidence, either orally or on affidavit, shall make such order on the petition as shall seem just :

Provided that, after the expiration of six years from the receipt of such unclaimed money, wages or effects by the Superintendent, no

claim to such money or wages or to the proceeds of the sale of such effects shall be entertained without the sanction of the Local Government.

Recovery of wages where freight has not been earned.

103. The provisions of this chapter as to wages shall apply to wages due to any seaman or apprentice of a British ship under section 76 and remaining unpaid at the date of his death.

Application of chapter to certain seamen of foreign ships.

104. The provisions of this chapter shall apply in the case of money, wages and effects of seamen, with whom an agreement has been made by the master of a foreign ship under section 63, as if the ship were a British ship.

CHAPTER XIII.

PROVISIONS, HEALTH AND ACCOMMODATION.

Right to provisions when to commence.

105. The right of a seaman of a British ship to provisions shall be taken to commence either at the time at which he begins work, or at the time specified in the agreement for his being on board or beginning work, whichever first happens.

Inspection of provisions and water for crew of foreign-going ships, prior to departure of ship.

106. (1) All beef or pork in barrels, preserved meat or vegetables in tins, and flour or biscuits in casks, and all water, intended for the use of the crew of any foreign-going British ship which is about to proceed to sea from a port in British India shall be inspected by an officer appointed by the Local Government in this behalf.

(2) Such inspection shall be made, if practicable, before the articles are placed on board the ship, and shall be made in the prescribed manner.

(3) If the said officer is satisfied that the said articles are fit for such use as aforesaid, he shall sign and give to the master of the ship a certificate to that effect.

(4) The master of every ship referred to in sub-section (1) shall, before proceeding to sea, produce the certificate given to him under sub-section (3) to the officer authorised to grant a port clearance.

(5) No officer as aforesaid shall grant a port-clearance for any such ship unless such certificate is so produced; and, if any attempt is made to take any such ship to sea without a clearance, the Local Government may detain her until such certificate is so produced.

(6) The Local Government may make rules to regulate the inspection of provisions and water under sub-section (1).

Examination of provisions or water on complaint of crew.

107. (1) Any three or more members of the crew of any British ship may complain to any Superintendent of a Mercantile Marine Office or to any officer appointed by the Local Government in this behalf that the provisions or water provided for the use of the crew are or is at any time of bad quality, unfit for use or deficient in quantity.

(2) Any officer to whom such complaint is made may thereupon examine the said provisions or water or cause them or it to be examined; and if, on examination, any of such provisions or water are or is found to be of bad quality and unfit for use or to be deficient in quantity, the person making such examination shall signify the same in writing to the master of the ship.

(3) If the master does not thereupon provide other proper provisions or water in place of any so signified to be of bad quality and unfit for use, or does not procure the requisite quantity, of any so signified to be deficient in quanty, or uses any provisions or water which have or has been so signified to be of bad quality and unfit for use, he shall be punished with fine which may extend to two hundred rupees.

(4) When any such examination as aforesaid has been made, the officer to whom complaint was made as aforsaid shall enter a statement of the result of the examination in the official log (if any), and shall, unless he is himself the Superintendent of a Mercantile Marine Office, send a report thereof to such Superintendent.

(5) Such report, if produced out of the custody of such Superintendent, shall be admissible in evidence.

Forfeiture for frivolous complaint.

108. If any officer to whom a complaint is made under section 107 certifies in such statement as aforesaid that there was no reasonable ground for the complaint, each of the parties so complaining shall be liable to forfeit to the owner out of his wages a sum not exceeding the amonnt of one week's wages.

Inspection of provisions or water by Superintendent or Deputy Superintendent.

109. (1) The Superintendent or Deputy Superintendent of the Mercantile Marine Office at any port in British India may enter at any time on board of any British ship upon which seamen or apprentices have been shipped at such port, and inspect any of the provisions or water provided for the use of the crew, other than provisions or water which have been inspected under section 106.

(2) If on any such inspection any of the provisions or water are or is found to be of bad quality and unfit for use, or deficient in quantity, the Superintendent shall proceed as provided in sectson 107, and the penalty provided by that section shall be incurred by any default of the master of the ship in respect of such provisions or water.

Allowance for short or bad provisions.

110. In either of the following cases (that is to say)—

(a) If during a voyage in a British ship the allowance of any of the provisions for which a seaman has stipulated by his agreement is reduced; or

(b) if it is shown that any of such provisions are or have during the voyage been bad in quality and unfit for use;

the seaman shall receive by way of compensation for such reduction or bad quality, according to the time of its continuance, the following sums, to be paid to him in addition to and to be recoverable as wages (that is to say)—

(i) if his allowance is reduced by any quantity not exceeding one-third of the quantity specified in the agreement, a sum not exceeding four annas per diem in the case of a European seaman or other person shipped on the same footing as a European seaman, or one anna per diem in the case of a lascar or other native seaman:

(ii) if his allowance is reduced by more than one-third of such quantity, eight annas per diem in the case of a European seaman or other person shipped on the same footing as a European seaman, or two annas per diem in the case of a lascar or other native seaman:

(iii) in respect of such bad quality as aforesaid, a sum not exceeding twelve annas per diem in the case of a European seaman, or other person shipped on the same footing as a European seaman, or three annas per diem in the case of of a lascar or other native seamen:

Provided that, if it is shown to the satisfaction of the Court or Magistrate trying the case that any provisions, the allowance of which has been reduced, could not be procured, or supplied in proper quantities, and that proper and equivalent substitutes were supplied in place thereof, the Court or Magistrate shall take such circumstances into consideration, and shall modify or refuse the compensation payable under this section as the justice of the case may require.

Medicines, medical stores, disinfectants and medical appliances to be provided and kept on board certain ships.

111. (1) All foreign-going British ships, all home trade British ships carrying passengers, and all home-trade British ships of a burden of eighty tons or upwards not carrying passengers shall have always on board a sufficient supply of medicines, medical stores, disinfectants and medical appliances, suitable for diseases and accidents likely to happen on sea voyages, according to such scale as may be fixed by the Governor General in Council and published in the Gazette of India.

(2) If in any ship medicines, medical stores, disinfectants or medical appliances are not provided or kept on board as required by sub-section (1), the owner or master of the ship shall be deemed to be in fault and shall be punished with fine which may extend to two hund-

red rupees, unless he can prove that the non-compliance with the said requirements was not caused by any inattention, neglect or wilful default on his part; and, if it is proved that some person other than the owner or master is in fault, such person shall be punished with fine which may extend to two hundred rupees.

(3) Nothing in this section shall apply to ships navigating from the United Kingdom and complying with the provisions of section 4 of the Merchant Shipping Act, 1867.

Weights and measures.

112. (1) Every master of a British ship shall keep on board proper weights and measures for the purpose of determining the quantites of the several provisions and articles served out to the crew, and shall allow the same to be used at the time of serving out such provisions and articles in the presence of a witness whenever any dispute arises in regard to such quantities.

(2) Any master failing to comply with the provisions of this section shall be punished with fine which may extend to one hundred rupees.

Provision of accommodation for seamen and apprentices.

113. (1) Every place in any British ship which is occupied by seamen or apprentices engaged under this Act and appropriated to their use shall have,—

(*a*) for each European seaman or apprentice or other person shipped on the same footing as a European seaman, a space of twelve superficial and seventy-two cubic feet, and

(*b*) for each lascar or other native seaman or person shipped on the same footing as a lascar, a space of six superficial and thirty six cubic feet,

measured on the deck or floor of such place.

(2) Every such place shall be such as to make the space aforesaid available for the proper accommodation of the seamen or apprentices who are to occupy it, shall be securely constructed, properly lighted and ventilated, properly protected from weather and sea, and, as far as practicable, properly shut off and protected from effluvium which may be caused by cargo or bilge-water.

(3) No place under the top-gallant forecastle shall be occupied by or appropriated to the use of any lascar or other native seamen or person shipped on the same footing as a lascar unless the forecastle deck is not less than five feet six inches above the deck immediately below it.

(4) Every place referred to in sub-section (1) shall be kept free from stores or goods of any kind, not being the personal property of the crew in use during the voyage.

(5) If any such place is not kept free from goods and stores as aforesaid, the master of the ship shall be deemed to be in fault, and shall forfeit and pay to each seaman or apprentice lodged therein the sum of eight annas per diem for each day after complaint made to him by

any two or more of such seamen or apprentices during which any goods or stores, not being the personal property of the crew, are stored or kept therein.

(6) If in any other respect the provisions of this section are not observed with respect to any such place, the owner of the ship shall be deemed to be in fault, and shall be punished with fine which may extend to two hundred rupees.

Prohibition as to size of lascars' chests.

114. The master of any British ship may refuse to allow any lascar or other native seaman, or person shipped on the same footing as a lascar, to carry in any place occupied by him and appropriated to his use in the ship any chest or other receptacle of a greater capacity than six cubic feet, or any chests or other receptacles of a greater aggregate capacity than six cubic feet.

Inspection of medicines, medical stores, disinfectants, medical appliances and accommodation.

115. The Superintendent or Deputy Superintendent of the Mercantile Marine Office at any port in British India may enter at any time on board of any British ship upon which seamen or apprentices have been shipped at such port, and inspect the medicines, medical stores, disinfectants and medical appliances, and the accommodation for seamen or apprentices, prescribed by or under this Act or the Merchant Shipping Acts, 1854 to 1892.

Expenses consequent upon illness of master, seaman or apprentice, how to be defrayed.

116. (1) The following expenses in respect of the illness or burial of the master or any seaman or apprentice of any British ship registered in British India shall be defrayed by the owner of the ship, without any deduction on that account from the wages of the master, seaman or apprentice :—

(*a*) when any such master, seaman or apprentice receives any hurt or injury in the service of the ship—the expenses of providing the necessary surgical and medical advice and attendance, with medicines, and of his subsistence, until he is cured, or is brought back to the port from which he was shipped or other port agreed upon, or dies, and the expenses of his conveyance to such port and the expenses (if any) of his burial ;

(*b*) When any such master, seaman or apprentice is, on account of illness, temporarily removed from the ship for the purpose of preventing infection, or otherwise for the convenience of the ship, and subsequently returns to his duty,—the expenses of such removal, and of providing the necessary surgical and medical advice and attendance, with medicines, and of his subsistence, while away from the ship ;

(*c*) when any such master, seaman or apprentice is ill otherwise than as mentioned in clause (*a*)—the expenses of all medicines and surgical or medical advice and attendance given to him while on board his ship :

Provided that where a seaman or apprentice is during any period

by reason of illness, incapable of performing his duty, and it is proved that such illness has been caused by his own wilful act or default, he shall not be entitled to wages for that period.

(2) Whenever it is shown that any seaman or apprentice of any British ship registered in British India is ill and has, through the neglect of the owner or master, not been provided with proper food or water according to his agreement, or with such medicines, medical stores, medical appliances, anti-scorbutics or accommodation as are required by or under this Act or the Merchant Shipping Acts, 1854 to 1892, as the case may be, then, unless it can be shown that the illness has been produced by other causes,

the owner or master shall be liable to pay all expenses properly and necessarily incurred by reason of such illness (not exceeding in the whole three months' wages), either by the seaman or apprentice himself or on his behalf by—

(*d*) any Local Government or Superintendent of a Mercantile Marine office in British India or

(*e*) any officer authorised in that behalf by the Government of any other British possession, or

(*f*) Any British Consular officer.

(3) Nothing in sub-section (2) shall affect—

(*g*) any further liability to which any owner or master is subject in respect of such neglect as aforesaid, or

(*h*) any remedy which any seaman or apprentice would have but for that sub-section.

(4) In cases not provided for by sub-section (1) or sub-section (2) any reasonable expenses duly incurred by the owner of a British ship registered in British India—

(*i*) for a master or seaman in respect of illness, or

(*j*) in respect of the burial of a master, seaman or apprentice dying while on service,

shall, if duly proved, be deducted, from the wages of such master, seaman or apprentice.

(5) Where any expenses referred to in sub-section (1) have been paid by the master, seaman or apprentice himself, or where any expenses are payable under sub-section (2), the same may be recovered as if they were wages duly earned; and, if any such expenses are paid or allowed out of any money forming part of the revenues of India, the amount shall be a charge upon the ship, and may be recovered with full costs of suit by the Secretary of State for India in Council.

Application of chapter to certain seamen of foreign ships.

117. The provisions of this chapter, so far as they may be applicable, shall apply in the case of seaman with whom an agreement has been made by the master of a foreign ship under section 63, and in the case of ships to which any such agreement relates, as if such seamen had engaged to serve in a British ship.

CHAPTER XIV.

COMPLAINTS BY SEAMEN AND APPRENTICES.

Seaman or Apprentice to be allowed to go ashore to make complaint to a Magistrate or Superintendent.

118. (1). If any seaman or apprentice, while on board any British ship, states to the master that he desires to make complaint to a Magistrate or a Superintendent of a Mercantile Marine Office against the master or any member of the crew, the master shall,

if the ship is then at a place where there is a Magistrate or a Superintendent of a Mercantile Marine Office, so soon as the service of the ship will permit, or, if the ship is not then at such a place, so soon after her first arrival at such a place as the service of the ship will permit,

allow such seaman or apprentice to go ashore, or send him ashore in proper custody, so that he may be enabled to make such complaint.

(2) Any master failing to comply with the provisions of this section shall be punished with fine which may extend to one hundred rupees.

Application of section 118 to certain seamen of foreign ships.

119. The provisions of section 118 shall apply in the case of seamen with whom an agreement has been made by the master of a foreign ship under section 63, as if such ship were a British ship.

CHAPTER XV.

PROTECTION OF SEAMEN AND APPRENTICES FROM IMPOSITION.

Protection of wages and salvage from encumbrances.

120. (1) No wages due or accruing due to any seaman or apprentice of a British Ship shall be subject to attachment by order of any Court.

(2) Every payment of wages to a seaman of a British ship shall be valid in law, notwithstanding any previous sale or assignment of such wages or any encumbrance thereon.

(3) No assignment or sale of wages or salvage made by a seaman of a British ship prior to the accruing thereof shall bind the seaman, and no power-of-attorney or authority for the receipt of wages or salvage due or accruing due to such a seaman shall be irrevocable.

Debt exceeding three rupees when recoverable.

121. No debt exceeding in amount three rupees, incurred by any seaman of a British ship after he has engaged to serve, shall be recoverable until the service agreed for is concluded.

Penalty for overcharge by lodging-house-keeper.

122. If any person demands or receives from any seaman or apprentice of a British ship payment in respect of his board or lodging in the house of such person for a longer period than that during which the seaman or apprentice has actually boarded or lodged therein, he shall be punished with fine which may extend to one hundred rupees.

Penalty for retaining money or effects of seaman or apprentice.

123. (1.) If any person receives or takes into his possession or under his control any moneys or effects of any seaman or apprentice of a British ship, and does not return the same or pay the value thereof when so required by the seaman or apprentice, subject to the deduction of any sum which may be justly due to him from the seaman or apprentice in respect of board or lodging or otherwise or absconds with any such moneys or effects, he shall be punished with fine which may extend to one hundred rupees.

(2) Any Magistrate imposing a fine under sub-section (1) may direct the amount or value of such moneys or effects as aforesaid, subject to such deduction as aforesaid, to be forthwith paid to the seaman or apprentice.

Penalty for being on board ship without permission before seamen leave.

124. Where a British ship is about to arrive, is arriving or has arrived at the end of her voyage, every person, not being in Her Majesty's service or not being duly authorised by law for the purpose, who—

(*a*) goes on board the ship, without the permission of the master, before the seamen lawfully leave the ship at the end of their engagement, or are discharged (whichever last happens) ; or,

(*b*) being on board the ship, remains there after being warned to leave by the master, or by a police-officer,

shall be punished with fine which may extend to two hundred rupees, or with imprisonment for a term which may extend to six months ; and the master of the ship may take him into custody, and deliver him up forthwith to a police-officer to be taken before a Court or Magistrate capable of taking cognizance of the offence, and dealt with according to law.

Penalty for solicitations by lodging-house-keepers.

125. If, within twenty-four hours after the arrival of any British ship at any port in British India, any person then being on board the ship solicits any seaman or apprentice to become a lodger at the house of any person letting lodgings for hire, or takes out of the ship any effects of any seaman or apprentice, except under the personal direction of the seaman or apprentice and with the permission of the master, he shall be punished with fine which may extend to fifty rupees.

Application of sections 120 to 123 to certian seamen of foreign ships.

126. The provisions of sections 120 to 123 (both inclusive) shall apply in the case of seamen with whom an agreement has been made by the master of a foreign ship under section 63, as if such seamen had engaged to serve in a British ship.

CHAPTER XVI.

DISCIPLINE.

Power of Admiralty and Criminal Courts to remove master and appoint a new master.

127. Any Colonial Court of Admiralty in British India, or the principal Court of ordinary criminal jurisdiction at any port in British India where there is no Colonial Court of Admiralty, may,

upon application by the owner, a part owner, the agent of the owner, the consignee, any certificated mate, or one third or more of the members of the crew, of any British ship being within the jurisdiction of the Court, and upon proof on oath to the satisfaction of the Court that the removal of the master of the ship is necessary, remove him accordingly ; and

may, with the consent of the owner or his agent, or the consignee of the ship, or, if there is no owner or agent of the owner or consignee of the ship within the jurisdiction of the Court, then without such consent, appoint a new master in his stead ; and

may make such order, and require such security, in respect of costs in the matter, as it may think fit.

On change of master, documents to be handed over to successor.

128. (1) If, during the progress of a voyage, the master of any British ship registered in British India is superseded, or for any other reason quits the ship, and is succeeded in the command by some other person, he shall deliver to his successor the various documents relating to the navigation of the ship and to the crew thereof which are in his custody ; and shall in default be punished with fine which may extent to one thousand rupees.

(2) Such successor shall, immediately on assuming the command of the ship, enter in the official log a list of the documents so delivered to him.

Punishment for misconduct endangering ship, life or limb.

129. If any master, seaman or apprentice of a British ship, by wilful breach of duty, or by neglect of duty, or by reason of drunkenness,—

(*a*) does any act tending to the immediate loss, destruction or material damage of the ship, or tending immediately to endanger the life or limb of any person belonging to, or on board of, the ship, or

(*b*) refuses or omits to do any lawful act proper and requisite to be done by him for preserving the ship from immediate loss, destruction or material damage, or for preserving any person belonging to, or on board of the ship from immediate danger to life or limb,

he shall be punished with fine which may extend to one thousand rupees, or with imprisonment for a term which may extend to two years, or with both.

130. Whenever any seaman of a British ship who has been lawfully engaged, or any apprentice of a British ship, commits any of the following offences, he shall, notwithstanding anything in Chapter XXII of the Code of Criminal Procedure, 1882, be tried in a summary way, and shall be punishable as follows (that is to say)—

Punishment of seamen and apprentices for certain other offences.

Desertion. (1) for desertion he shall be liable—

(*a*) to forfeit all or any part of the wages or emoluments which he has then earned, and

(*b*) if the desertion takes place at any place not in British India, at the discretion of the Court, to forfeit all or any part of the wages or emoluments which he may earn in any other ship in which he may, be employed until his next return to a port in British India, and to satisfy any excess of wages paid by the master or owner of the ship from which he deserts to any substitute engaged in his place at a higher rate of wages than the rate stipulated to be paid to him :

Failing to join ship, or absence without leave. (2) for neglecting or refusing, without reasonable cause, to join his ship or proceeding to sea in his ship, or

for absence without leave at any time within twenty-four hours next preceding the ship's sailing from any port either at the commencement or during the progress of any voyage, or

for absence at any time without leave and without sufficient reason from his ship or from his duty, where such absence does not amount to desertion or is not treated as such by the master,

he shall be liable to forfeit out of his wages a sum not exceeding two days' pay, and, in addition, for every twenty-four hours of absence either a sum not exceeding six days' pay or any expenses which have been properly incurred in hiring a substitute :

Quitting without leave before ship is secured. (3) for quitting his ship without leave after her arrival at her port of delivery and before she is placed in security, he shall be liable to forfeit out of his wages a sum not exceeding one month's pay :

Disobedience. (4) for wilful disobedience to any lawful command he shall be punished with imprisonment for a term which may extend to four weeks, and shall also be liable, at the discretion of the Court, to forfeit out of his wages a sum not exceeding two days' pay ;

Continued disobedience or neglect of duty. (5) for continued wilful disobedience to lawful commands, or continued wilful neglect of duty he shall be punished with imprisonment for a term which may extend to twelve weeks, and shall also be liable, at the discretion of the Court, to forfeit, out of his wages, for every twenty-four hours' continuance of such disobedience or neglect either a sum not exceeding six days' pay or any expenses which have been properly incurred in hiring a substitute :

(6) for assaulting the master or any mate of his ship he shall be punished with imprisonment for a term which may extend to twelve weeks :

Assault on officer.

(7) for combining with any other member or members of the crew to disobey lawful commands, or to neglect duty, or to impede the navigation of the ship or the progress of the voyage, he shall be punished with imprisonment for a term which may extend to twelve weeks :

Combining to disobey, or to neglect duty, &c.

(8) for wilfully damaging his ship, or committing theft in respect of, or wilfully damaging, any of her stores or cargo, he shall be liable to forfeit out of his wages a sum equal in amount to the loss thereby sustained, and also, at the discretion of the Court, to imprisonment for a term which may extend to twelve weeks :

Wilful damage or theft.

(9) for any act of smuggling of which he is convicted, and whereby loss or damage is occasioned to the owner or master, he shall be liable to pay to the owner or master such sum as is sufficient to reimburse the owner or master for such loss or damage ; and the whole or a proportionate part of his wages may be retained in satisfaction or on account of such liability, without prejudice to any further remedy.

Act of smuggling, causing loss or damage to owner or master.

131. Nothing in section 130 shall be deemed to take away or limit any remedy which an owner or master would have but for that section for any breach of contract in respect of matters constituting an offence against that section ; but no owner or master shall be compensated more than once in respect of the same damage.

Section 130 not to take away remedy for breach of contract.

132. (1) Upon the commission of any offence mentioned in section 130, the master shall make, or cause to be made, an entry thereof in the official log (if any), and such entry shall be signed by the master and also by the mate or some other member of the crew.

Entry of offences in official log.

(2) The offender, if still in the ship, shall, before the next subsequent arrival of the ship at any port, or, if she is at the time in port, before her departure therefrom, either be furnished with a copy of such entry or have the same read over distinctly and audibly to him, and may thereupon make such reply thereto as he may think fit.

(3) A statement that a copy of the said entry has been so furnished, or that the same has been so read over as aforesaid, and the reply (if any) made by the offender, shall likewise be entered and signed in manner aforesaid.

(4) In any subsequent legal proceeding, the entries hereinbefore required shall, if practicable, be produced or proved, and in default of such production or proof the Court hearing the case may, at its discretion, refuse to receive evidence of the offence.

133. (1) If any seaman of a British ship, on or before being engaged wilfully and fraudulently makes a false statement as to the name of his last ship, or last alleged ship, or wilfully and fraudulently makes a false statement as to his own name, he shall be punished with fine which may extend to fifty rupees.

Penalty for false statement as to last ship or as to name.

(2) Such fine may be deducted from any wages which the seaman may earn by virtue of such engagement as aforesaid, and may be applied, in whole or in part, in reimbursement of the loss and expenses (if any) occasioned by any previous desertion.

134. (1) Whenever either at the commencement or during the progress of a voyage, any seaman or apprentice deserts from, or neglects or refuses to join or proceed to sea in, any British ship in which he is duly engaged to serve, or is found otherwise absenting himself therefrom without leave,

Procedure in case of desertion, failure to join ship or absence without leave.

the master or any mate, or the owner, ship's husband or consignee may, with or without the assistance of police-officers, who are hereby directed to give the same if required, convey him on board :

Provided that, if the seaman or apprentice so requires, he shall first be taken before some Court capable of taking cognizance of the matter, to be dealt with according to law.

(2) If any master, mate, owner, ship's husband or consignee—

(*a*) conveys a seaman or apprentice on board without first complying with any requisition made by him to be taken before a Court as aforesaid, or

(*b*) conveys a seaman or apprentice on board, or takes him before a Court, on grounds which appear to the Court to be improper or insufficient,

he shall be punished with fine which may extend to two hundred rupees ; but such fine, if inflicted, shall be a bar to any suit for false imprisonment.

(3) Whenever any seaman or apprentice is brought before any Court on the ground of his having deserted from, or neglected or refused to join or proceed to sea in, any British ship in which he is engaged to serve, or of having otherwise absented himself therefrom without leave,

the Court may, if the master or the owner or his agent so requires, cause the seaman or apprentice to be conveyed on board for the purpose of proceeding on the voyage, or deliver him to the master or any mate of the ship, or the owner or his agent, to be by him so conveyed, and

may in such case order any costs and expenses properly incurred by or on behalf of the master or owner by reason of the offence to be paid by the seaman or apprentice, and if necessary to be deducted from any wages which he has then earned, or which by virtue of his then existing engagement he may afterwards earn.

(4) If any seaman or apprentice of a British ship intends to absent himself from his ship or his duty, he may give notice of his intention, either to the owner or to the master of the ship, not less than forty-eight hours before the time at which he ought to be on board his ship, and, in the event of such notice being given, the Court shall not exercise any of the powers conferred on it by sub-section (3).

Procedure where, in proceeding for desertion or absence without leave, seaman or apprentice alleges unseaworthiness, unsafety or insufficient accommodation.

135. (1) Whenever in any proceeding against a seaman or apprentice of a British ship for desertion, or for neglecting or refusing to join or proceed to sea in his ship, or for being otherwise absent therefrom without leave, it is alleged by one-fourth of the seamen belonging to the ship or, if the number of such seamen exceeds twenty, by not less then five such seamen,—

(*a*) that the ship is unseaworthy or unsafe, or

(*b*) that the accommodation provided for the crew is insufficient,

the Court shall take such means as may be in its power to satisfy itself concerning the truth or untruth of the allegation, and shall for that purpose receive the evidence of the persons making the allegation and may summon any other witnesses whose evidence it may think it desirable to hear.

(2) If satisfied that the allegation is untrue, the Court shall proceed to adjudicate, but if not so satisfied, it shall—

in case (*a*), make a report to the Local Government in view to action being taken under section 4 of the Merchant Shipping Act, 1876, or section 207 of this Act, as the case may be, or

in case (*b*), make a report to the Superintendent of the Mercantile Marine Office in view to action being taken under section 115 of this Act.

(3) If any seaman or apprentice of a British ship is detained for the purpose of any proceeding referred to in sub-section (1), and if upon any further proceedings taken under the Merchant Shipping Act, 1876, or Chapter XXIV or Chapter XIII of this Act, as the case may be, it is proved that the ship is unseaworthy or unsafe, or that the accommodation provided for the crew is insufficient, the owner or master of the ship shall be liable to pay to such seaman or apprentice such compensation for his detention as the Court may direct.

Report of desertions and absences without leave.

136. (1) Whenever any seaman or apprentice not shipped in British India deserts or otherwise absents himself without leave from a British ship in which he is engaged to serve, the master of the ship shall, within forty-eight hours of discovering such desertion or absence, report the same to the Superintendent of a Mercantile Marine Office or to such other officer (if any) as the Local Government may, by notification in the official Gazette, appoint in this behalf, unless in the meantime the deserter or absentee returns.

(2) Any master wilfully neglecting to comply with the provisions of this section shall be punished with fine which may extend to one hundred rupees, or with imprisonment for a term which may extend to one month, or with both.

Entries and certificates of desertion abroad to be copied, sent to British India and admitted in evidence.

137. (1) Whenever a seaman or apprentice shipped in British India on a British ship registered in British India deserts therefrom while the ship is out of British India, the master shall produce the entry in the official log (if any) of such desertion to the person or persons required or authorised by section 207 of the Merchant Shipping Act, 1854, to endorse on the agreement a certificate of such desertion.

(2) Such person or persons shall thereupon make and certify a copy of such entry and a copy of the said certificate of desertion.

(3) The master shall forthwith transmit such copies to the Superintendent of the Mercantile Marine Office at the port at which the seaman or apprentice was shipped, and the Superintendent shall, if required, cause the same to be produced in any legal proceeding.

(4) Such copies, if purporting to be so made and certified as aforesaid shall in any legal proceeding relating to such desertion be admissible in evidence.

Facilities for proving desertion so far as concerns forfeiture of wages or emoluments.

138. (1) Whenever a question arises whether the wages or emoluments of any seaman or apprentice of a British ship are forefeited for desertion, it shall be sufficient for the party insisting on the forfeiture to show that the seaman or apprentice was duly engaged in, or that he belonged to, the ship from which he is alleged to have deserted, and that he quitted such ship before the completion of the voyage or engagement, or, if the voyage was to terminate at any port in British India, and the ship has not returned to British India, that he is absent from her, and that an entry of the desertion has been duly made in the official log (if any).

(2) Thereupon the desertion shall, so far as relates to any forfeiture of wages or emoluments under the provisions hereinbefore contained, be deemed to be proved, unless the seaman or apprentice can produce a proper certificate of discharge or can otherwise show to the satisfaction of the Court that he had sufficient reason for leaving his ship.

Amount of forfeiture how to be ascertained when seamen contract for the voyage.

139. (1) Where a seaman of a British ship contracts for wages by the voyage or by the run or by the share, and not by the month or any other stated period of time, the amount of forfeiture to be incurred under this Act shall be taken to be an amount bearing the same proportion to the whole wages or share as a month or other the period hereinbefore mentioned in fixing the amount of such forfeiture (as the case may be) bears to the whole time spent in the voyage.

(2) If the whole time spent in the voyage does not exceed the period for which the pay is to be forfeited, the forfeiture shall extend to the whole wages or share.

Questions of forfeitures may be decided in suits for wages.

140. Any question concerning the forfeiture of or deductions from the wages of any seaman or apprentice of a British ship may be determined in any proceeding lawfully instituted with respect to such wages, notwithstanding that the offence in respect of which such question arises, though hereby made punishable by imprisonment as well as forfeiture, has not been made the subject of any criminal proceeding.

Application of forfeitures.

141. (1) All wages and emoluments which under the provisions hereinbefore contained, are forfeited for desertion shall be applied in the first instance in or towards the re-imbursement of the expenses occasioned by such desertion to the master or owner of the ship from which the desertion has taken place, and may, if earned subsequently to the desertion, be recovered by such master or by the owner or his agent in the same manner as the deserter might have recovered the same if they had not been forfeited ; and in any legal proceeding relating to such wages the Court may order the same to be paid accordingly ; and, subject to such re-imbursement, the same shall be paid into the public treasury and carried to the account of the Government.

(2) In all other cases of forfeiture of wages under the provisions hereinbefore contained, the forfeiture shall, in the absence of any specific directions to the contrary, be for the benefit of the master or owner by whom the wages are payable.

Power to deduct from wages costs of procuring conviction.

142. Whenever, in any proceeding relating to a seaman's or apprentice's wages, it is shown that any seaman or apprentice of a British ship has in the course of the voyage been convicted of any offence by any competent tribunal and rightfully punished therefor by imprisonment or otherwise, the Court hearing the case may direct a part of the wages due to such seaman or apprentice, not exceeding thirty rupees, to be applied in reimbursing any costs properly incurred by the master in procuring such conviction and punishment.

Power to send on board seaman or apprentice not shipped in British India who is undergoing imprisonment.

143. (1) If any seaman or apprentice of a British ship, who was not shipped in British India, is imprisoned for any offence for which he has been sentenced to imprisonment for a term not exceeding one month,

and if during such imprisonment and before his engagement is at an end his services are required on board his ship,

any Magistrate may, at the request of the master or of the owner or his agent, cause the seaman or apprentice to be conveyed on board the ship for the purpose of proceeding on the voyage, or to be delivered to the master or any mate of the ship or to the owner or his agent, to be by him so conveyed, notwithstanding that the period for which he was sentenced to imprisonment has not terminated.

(2) The officer in charge of the jail in which such seaman or apprentice is confined shall obey all orders given by a Magistrate under this section.

Procedure where seaman or apprentice not shipped in British India is imprisoned on complaint of master or owner.

144. (1) If any seaman or apprentice of a British ship, who was not shipped in British India, is imprisoned, on complaint made by or on behalf of the master or owner of the ship, for any offence for which he has been sentenced to imprisonment for a term not exceeding one month, then—

(*a*) while such imprisonment lasts, no person shall, without the previous sanction in writing of the Local Government or of such officer as it may appoint in this behalf, engage any native of India to serve as a seaman on board such ship; and

(*b*) the Local Government, or such officer as it may appoint in this behalf, may tender such seaman or apprentice to the master or owner of the ship, and if such master or owner, without assigning reasons satisfactory to the Local Government or to such officer as aforesaid, refuses to receive him on board, may require such master or owner to deposit in the local Mercantile Marine Office—

(*i*) the wages due to such seaman or apprentice, and his money and effects, and

(*ii*) such sum as may in the opinion of the Local Government or such officer as aforesaid be sufficient to defray the cost of the passage of the said seaman or apprentice to the port at which he was shipped, according to the scale of cost usual in the case of distressed seamen.

(2) Whoever wilfully disobeys the prohibition contained in clause (a) of sub-section (1) shall be punished with imprisonment for a term which may extend to three months, or with fine which may extend to one thousand rupees, or with both.

(3) Any master or owner refusing or neglecting to deposit any wages, money, effects or sum when required under clause (b) of sub-section (1) so to do shall be punished with fine which may extend to five hundred rupees.

Entry in official log, and recovery, of fines levied under agreement.

145. (1) Whenever any seaman of a British ship commits an act of misconduct for which his agreement imposes a fine, and which it is intended to punish by exacting such fine, the master shall make, or cause to be made, an entry thereof in the official log (if any), and such entry shall be signed by the master and also by the mate or some other member of the crew.

(2) The provisions of section 132, sub-sections (2) and (3), shall apply to every such entry.

(3) Such fine shall be deducted and paid over as follows (that is to say),—

(*a*) if the offender is discharged at any port in British India,

and the offence, and the entries in respect thereof required by sub-sections (1) and (2), are proved, in the case of a

foreign-going ship, to the satisfaction of the Superintendent of the Mercantile Marine Office before whom the offender is discharged, and, in the case of a home-trade ship to the satisfaction of the Superintendent of the Mercantile Marine Office at or nearest to the place at which the crew is discharged,

the master or owner shall deduct the fine from the wages of the offender and pay the same over to such Superintendent:

(*b*) if, before the final discharge of the crew in British India, the offender enters into any of Her Majesty's ships or is discharged at any place not in British India,

and the offence and such entries as aforesaid are proved to the satisfaction of the officer in command of the ship into which he so enters, or of the consular officer, officer of Customs or other person by whose sanction he is so discharged,

the master or owner shall deduct the fine from the wages of the offender, and the master shall make, or cause to be made, an entry of such deduction in the official log (if any), and such entry shall be signed by such officer or other person as aforesaid, and, on the return of the ship to British India, the master or owner shall pay over the fine, in the case of a foreign-going ship to the Superintendent of a Mercantile Marine Office, before whom the crew is discharged, and in the case of a home-trade ship to the Superintendent of the Mercantile Marine Office at or nearest to the place at which the crew is discharged.

(4) If any master or owner neglects or refuses to pay over any fine to a Superintendent of a Mercantile Marine Office, as required by sub-section (3), he shall be punished with fine which may extend to six times the amount of the fine retained by him.

(5) No act of misconduct for which a fine has been deducted under sub-section (2) shall be otherwise punished under the provisions of this Act.

Penalty for enticing to desert or harbouring deserter.

146. Every person who abets any seaman or apprentice of a British ship in deserting from, or neglecting or refusing to join or proceed to sea in, his ship, or in otherwise absenting himself from his duty, and

every person who wilfully harbours or secretes any seaman or apprentice of a British or foreign ship who has deserted from or wilfully neglected or refused to join or proceed to sea in his ship, knowing or having reason to believe such seaman or apprentice to have so done,

shall for each such seaman or apprentice be punished with fine which may extend to one hundred rupees:

Provided that a wife shall not be punished for harbouring or secreting her husband.

147. Any person who secretes himself and goes to sea in any British ship without the consent of the master or owner or some other person entitled to give such consent, shall be punished with fine which may extend to two hundred rupees, or with imprisonment for a term which may extend to four weeks.

Penalty for obtaining passage surreptitiously.

148. Every seafaring person whom the master of a British ship is, under the authority of this Act or any other law, compelled to take on board and convey, and

every person who goes to sea in a British ship without the consent of the master or owner or some other person entitled to give such consent,

Seafaring persons whom masters of ships are compelled to convey, and persons going in ships without leave, to be subject to laws for preserving discipline.

shall, so long as he remains in the ship, be subject to the same laws and regulations for preserving discipline, and to the same penalties and punishments for offences constituting or tending to a breach of discipline, to which he would be subject if he were a member of the crew and had signed the agreement.

CHAPTER XVII.

Leaving Seamen or Apprentices in British India.

149. (1) Whenever a British ship, other than a home-trade ship of a burden of less than eighty tons, is transferred or disposed of at any port in British India, and any seaman or apprentice belonging to the ship does not, in the presence of the Superintendent of the Mercantile Marine Office, signify his consent in writing to complete the voyage if continued, the master—

Discharge of seamen or apprentices on disposal of ship in British India, and procedure thereupon.

Shall give to each such seaman or apprentice a certificate of discharge, in the form mentioned in section 81, and,

where a certificated mate or engineer whose certificate has been delivered to and retained by the master is so discharged, shall return such certificate, and

Shall, besides paying the wages to which such seaman or apprentice is entitled, either—

(*a*) provide him with adequate employment on board some other British ship bound to the port in Her Majesty's dominions at which he was originally shipped, or to such other port in Her Majesty's dominions as may be agreed to by him or

(*b*) provide the means of sending him back to such a port, or

(*c*) provide him with a passage home, or

(*d*) deposit with such Superintendent as aforesaid such a sum of money as may by such Superintendent be deemed sufficient to defray the expenses of his subsistence and passage home.

(2) Such Superintendent shall indorse upon the agreement of the ship which the seaman or apprentice is leaving the particulars of every such payment, provision or deposit.

(3) If any master of a British ship refuses or neglects to comply with the requirements of this section in respect of any seaman or apprentice, the expenses of the subsistence of the seaman or apprentice and of his passage home shall, unless the seaman or apprentice has been guilty of barratry, be recoverable as follows, that is to say :—

(*i*) if such expenses are defrayed by such Superintendent as aforesaid, they shall be a charge upon the ship and upon the owner for the time being thereof and may be recovered from such owner, with costs, as a debt due to the Secretary of State for India in Council, either by ordinary process of law, or in the manner provided by Chapter IX or any other law for the time being in force for the recovery of a seaman's wages ;

(*ii*) if such expenses are defrayed by the seaman or apprentice himself, they may be recovered as wages due to him.

Discharge, or leaving behind, in British India, of seamen or apprentices not shipped in British India.

150. (1) No seaman or apprentice of a British ship who was not shipped in British India—

(*a*) shall be discharged at any port in British India without the previous sanction in writing of the Superintendent of the Mercantile Marine Office, or

(*b*) Shall be left behind at any place in British India without a certificate in writing previously obtained from some Superintendent of a Mercantile Marine Office and indorsed on the agreement with the crew, stating the fact and whether the cause thereof is unfitness or inability to proceed to sea, desertion or disappearance.

(2) Such sanction or certificate shall be given or withheld at the discretion of the Superintendent ; but, whenever it is withheld, the reasons for witholding it shall be recorded by him in writing.

(3) The Superintendent to whom any application for a certificate is made under sub-section (1) shall enquire in a summary way into any allegation of unfitness, inability, desertion or disappearance as aforesaid, and may for that purpose, if he thinks fit so to do, administer oaths.

(4) Any person discharging or leaving behind a seaman or apprentice in wilful disobedience to the prohibition contained in sub-section (1) shall be punished with imprisonment for a term which may extend to three months, or with fine which may extend to one thousand rupees, or with both.

151. Upon the trial of any proceeding against any person for discharging or leaving behind any seaman or apprentice contrary to the provisions of section 150, it shall lie upon such person either to produce the sanction or certificate, as the case may be required by that section, or to prove that he had obtained the same previously to having discharged or left behind such seaman or apprentice, or that it was impracticable for him to obtain such sanction or certificate.

Proof of sanction or certificate on whom to lie.

152. (1) Every master of a British ship who leaves any seaman or apprentice on shore at any place in British India under a certificate of his unfitness or inability to proceed to sea shall deliver to the Superintendent of the Mercantile Marine Office by whom such certificate is granted a full and true account of the wages due to such seaman or apprentice, and shall pay such wages to the seaman or apprentice himself, either in money or by a bill drawn upon the owner :

Wages to be paid when seaman or apprentice is left behind on ground of unfitness or inability.

Provided that, whenever it is practicable so to do, such payment shall be made in money and not by bill.

(2) Whenever a bill is so drawn, such Superintendent shall by indorsement certify thereon that the same is drawn for money due on account of a seaman's or apprentice's wages,

and shall indorse the amount for which such bill is drawn, with such further particulars in respect of the case as the Board of Trade may require, upon the agreement of the ship.

(3) Where a bill is so drawn, the owner of the ship shall be liable to pay the amount of the same to the holder or indorsee thereof; and it shall not be necessary in any proceeding against the owner upon any such bill to prove that the master had authority to draw the same.

(4) Any bill produced out of the custody of a Superintendent of a Mercantile Marine Office and purporting to be drawn in pursuance of this section, and to be indorsed as herein required, and

any indorsement on any such bill purporting to be made in pursuance of this section, and to be signed by the Superintendent of a Mercantile Marine Office,

shall be admissible in evidence.

(5) Any master who refuses or neglects to deliver an account of wages, or to pay any wages, as required by sub-section (1), shall be punished with fine which may extend to one hundred rupees; and any master who delivers a false account of such wages shall be punished with fine which may extend to two hundred rupees; without prejudice in either case to his liability to pay the said wages.

CHAPTER XVIII.

DISTRESSED SEAMEN AND APPRENTICES.

Definition of "Local authority."

153. In this chapter "Local Authority" means such person as the Local Government may, subject to the control of the Governor General in Council, appoint by name or in virtue of his office to exercise the powers conferred, and to perform the duties imposed, on the local authority under this chapter.

Relief of distressed seamen and apprentices at British Indian ports.

154. Subject to any rules made under section 162, the Local Authority may provide for the subsistence—

(*a*) of all seamen and apprentices, being Native Indian subjects of Her Majesty, who have been shipwrecked, discharged or left behind at any place in British India, whether from any British ship employed in the merchant service, or from of any Her Majesty's ships, or who have been engaged by any person (whether acting as principal or agent) to serve in any ship belonging to any foreign Prince or State, or to the subject of any foreign Prince or State, and who are in distress in any such place; and

(*b*) of all seamen and apprentices, not being Native Indian subjects of Her Majesty, who have been shipwrecked, discharged or left behind at any place in British India from any British ship registered in British India and who are in distress in any such place,

until such time as such Authority is able to provide them with a passage under the provisions hereinafter contained.

Distressed seamen and apprentices to be sent home.

155. (1) Subject as aforesaid, the Local Authority may cause such seamen or apprentices to be put on board some ship belonging to any subject of Her Majesty which is in want of men to make up its complement, and is bound—

(*a*) in the case of seamen or apprentices who are Native Indian subjects of Her Majesty, to their home or to a port in British India near their home;

(*b*) in the case of other British seamen or apprentices, to any port in the United Kingdom or the British Possession to which they belong (as the case requires); and

(*c*) in the case of seamen or apprentices not being subjects of Her Majesty, to such place as the local authority, subject to the control of the Governor General in Council, may in each case determine.

(2) In default of any such ship, the Local Authority may, subject as aforesaid, provide such seamen or apprentices with a passage in any ship (whether British or foreign) bound as aforesaid.

Name and other particulars with regard to seamen and apprentices to be indorsed on agreement of British ship.

156. The Local Authority shall indorse on the agreement of any British ship on board of which any seaman or apprentice is sent under section 155 the name of every person so sent on board thereof, with such particulars concerning the case as may be prescribed.

Master of British ship compelled to convey and give subsistence to such seamen and apprentices.

157. (1) The master of every British ship bound as aforesaid shall receive and afford a passage and subsistence to all seamen and apprentices whom he is required to take on board his ship under the provisions of section 155, not exceeding one for every fifty tons burden, and shall, during the passage, provide every such seaman or apprentice with a proper berth or sleeping-place effectually protected against sea and weather.

(2) If the master of any such ship fails or refuses to receive on board his ship, or to give a passage or subsistence to, or to provide for any such seaman or apprentice contrary to the provisions of sub-section [1], he shall, for each seaman and apprentice with respect to whom he so fails or refuses, be punished with fine which may extend to one thousand rupees.

Conditions under which master may claim payment.

158. (1) When any master of a British ship has conveyed a seaman or apprentice in excess of the number [if any] wanted to make up the complement of his crew to any place in accordance with the requisition of a Local Authority under this chapter, such master shall be entitled to be paid by the Secretary of State for India in Council in respect of the subsistence and passage of such seaman or apprentice such sum per diem as the Governor General in Council may appoint:

Provided that no payment shall be made under this section except on the production of the following documents (that is to say):—

(a) a certificate signed by the Local Authority by whose direction such seaman or apprentice was received on board, specifying the name of such seaman or apprentice and the time when he was received on board; and

(b) a declaration in writing by such master, stating—

(i) the number of days during which such seaman or apprentice received subsistence and was provided for as aforesaid on board his ship;

(ii) the number of men and boys forming the complement of his crew;

(iii) the number of seamen and apprentices employed on board his ship during the time such seaman or apprentice was on board; and

(iv) every variation if any of such number.

(2) The declaration required by clause (*b*) of sub-section (1) shall, in the case of a ship conveying Native Indian subjects of Her Majesty

to a port in British India, be made before a Superintendent of a Mercantile Marine Office or such other officer as the Local Government may appoint; and

shall, in other cases, be made and verified in the same manner as declarations made under section 212 of the Merchant Shipping Act, 1854.

"Wages of, and expenses incurred in respect of, distressed seamen and apprentices to be charged in certain cases on ship to which they belong.

159. (*a*) If any seaman or apprentice, being a Native Indian subject of Her Majesty and belonging to any British ship, is discharged or left behind at any place in British India without full compliance on the part of the master with all the provisions in that behalf of the law for the time being in force, and becomes distressed and is relieved under the provisions of this chapter; or

(*b*) if any seaman or apprentice, being a Native Indian subject of Her Majesty, after having been engaged by any person (whether acting as principal or agent) to serve in any ship belonging to any foreign Prince or State or to the subject of any foreign Prince or State, becomes distressed and is relieved as aforesaid; or

(*c*) if any seaman or apprentice belonging to any British ship registered in British India, and not being a Native Indian subject of Her Majesty is discharged or left behind at any place in British India without full compliance as aforesaid, and becomes distressed and is relieved as aforesaid,

the wages (if any) due to such seaman or apprentice, and all expenses incurred for his subsistence, necessary clothing, conveyance home and, in case he should die before reaching home, for his burial, shall be a charge upon the ship, whether British or foreign, to which he so belonged as aforesaid.

Mode of recovering such wages and expenses.

160. (1) All such wages and expenses shall be recoverable with costs either from the master of such ship or from the person who is owner thereof for the time being, or, in the case of an engagement for service in a foreign ship, from such master or owner or from the person by whom such engagement was so made, in the same manner as other debts due to the Secretary of State for India in Council, or in the manner provided by Chapter IX or any other law for the time being in force for the recovery of a seaman's wages.

(2) The Local Government may, by notification in the official Gazette, authorise, either generally or specially, such persons as it may think fit to sue for any such wages and expenses and recover the same.

(3) Every person so authorised shall be entitled to sue and recover accordingly, and shall be deemed to be a person filling a public office within the meaning of the Indian Evidence Act, 1872, section 57, clause (7):

Provided that when any such wages or expenses are due to or in respect of a seaman or apprentice referred to in section 159, clause (c), they may, instead of being recovered by a person authorised under sub-section (2), be recovered by the Board of Trade in manner provided by the Merchant Shipping Act, 1854, section 213, and when so recovered shall be paid by the said Board to the Secrtary of State for India in Council.

Evidence of distress and expenses incurred.

161. In all proceedings under the foregoing provisions of this chapter, whether in British India or elsewhere, the production of a certificate signed by the Local Authority by which any seaman or apprentice named therein was relieved, or any expenses were incurred, under the said provisions, to the effect that such seaman or apprentice was in distress, and that such expenses were incurred in respect of such seaman or apprentice, shall be conclusive proof that such seaman or apprentice was relieved, conveyed home or buried (as the case may be) at the expense of the revenues of India.

Power to make rules.

162. The Governor General in Council may make rules to determine under what circumstances and subject to what conditions seamen or apprentices may be relieved and provided with passages under the foregoing provisions of this chapter, and generally to carry out the said provisions.

Relief of distressed seamen to whom the English Merchant Shipping Acts apply.

163. (1) Nothing in the foregoing provisions of this chapter shall apply to seamen or apprentices to whom the provisions of section 211 of the Merchant Shipping Act, 1854, or of section 16 of the Merchant Shipping Act Amendment Act, 1855, apply.

(2) A certificate signed by a Secretary to the Local Government, or by such other officer as the Local Government may appoint in this behalf, to the effect that any seaman named therein is distressed, shall, in all proceedings under sections 211, 212 and 213 of the Merchant Shipping Act, 1854, be conclusive proof that such seaman is distressed within the meaning of those sections.

(3) Any master of a British ship refusing to accept such seaman as a distressed seaman under the provisions of the said sections shall, for each seaman with respect to whom he so refuses, be punished with fine which may extend to one thousand rupees.

Recovery in British India, under the Merchant Shipping Acts, 1854 and 1855 of wages and expenses of distressed seamen and apprentices.

164. (1) Where any wages or expenses recoverable under section 213 of the Merchant Shipping Act, 1854, or under section 16 of the Merchant Shipping Act Amendment Act, 1855, are, under the same sections, a charge upon any ship, or recoverable from any master, owner or other person, within the jurisdiction of any Court in British India, the Governor General in Council may, by notification in the Gazette of India authorise, either generally

or specially, such persons as he may think fit to sue for and recover those wages or expenses in the manner provided in the Merchant Shipping Act, 1854, section 213.

(2) Every person so authorised shall be entitled to sue and recover accordingly in any such Court, and shall be deemed to be a person filling a public office within the meaning of the Indian Evidence Act, 1872, section 57, clause (7).

(3) All suits and proceedings under this section shall be instituted and carried on in the name of the Secretary of State for India in Council.

CHAPTER XIX.

THE OFFICIAL LOG.

Official log to be kept for certain ships.

165. (1) An official log, in a form sanctioned by the Governor General in Council, shall be kept for every British ship registered in British India which is required by section 31 to have a certificated master.

(2) The official log may, at the discretion of the master or owner, either be kept distinct from the ordinary ship's log or be united therewith, provided that in the latter case all the entries required by this Act or any other law to be made in the official log be duly made.

Entries required in official log.

166. Every master of a ship for which an official log is required by section 165 shall make or cause to be made in such log entries of the following matters (in addition to all other entries which he is required by this Act or any other law to make therein), that is to say:—

Offences for which it is intended to take proceedings.

(*a*) every offence committed by any member of the crew for which it is intended to prosecute, or to enforce a forfeiture, or to exact a fine, together with such statement concerning the furnishing of a copy of, or the reading over of, such entry and concerning the reply (if any) made to the charge, as is required by section 132, sub-sections (2) and (3):

Punishments inflicted on board.

(*b*) every offence for which punishment is inflicted on board, and the punishment inflicted:

Convictions.

(*c*) every legal conviction of any member of the crew, and the punishment inflicted:

Conduct, &c., of crew.

(*d*) a statement of the conduct, character and qualifications, of each member of the crew, or a statement that the master declines to give an opinion on such particulars:

Illness and injuries.

(*e*) every case of illness or injury happening to any member of the crew, with the nature thereof, and the medical treatment adopted (if any):

Marriages.

(*f*) every marriage taking place on board, with the names and ages of the parties:

Quitting ship.

(*g*) the name of every seaman or apprentice who ceases to be a member of the crew otherwise than by death, with the place, time, manner and cause thereof:

Wages of men entering Navy.

(*h*) the amount of wages due to any seaman who enters Her Majesty's service during the voyage :

Wages of deceased seamen or apprentices.

(*i*) the wages due to any seaman or apprentice who dies during the voyage, and the gross amount of all deductions to be made therefrom :

Sale of deceased men's effects.

(*j*) the sale of the effects of any seaman or apprentice who dies during the voyage, including a statement of each article sold and of the sum received for it : and

Collisions.

(*k*) every collision with any other ship, and the circumstances under which the same occurred.

Entries in official log when to be made.

167. (1) Every entry in such official log shall be made as soon as possible after the event to which it relates, and no entry in respect of an event occurring previously to the arrival of the ship at her final port of discharge shall be made more than twenty-four hours after such arrival.

(2) If any entry is made after the day on which the event to which it relates occurred,

the dates both of the event and of making the entry shall be shown therein.

Entries in official log how to be signed.

168. Every entry in such official log shall be signed as follows, that is to say :—

(*a*) every entry shall be signed by the master ;

(*b*) every entry of illness or injury shall be also signed—

(*i*) by the medical officer of the ship or, if there is no such medical officer, by some other surgeon or medical practitioner (if any) on board, and

(*ii*) by the mate or some other member of the crew ;

(*c*) every entry of wages due to, or of the sale of the effects of, any seaman or apprentice who dies shall be also signed by the mate and by some other member of the crew ;

(*d*) every entry of wages due to any seaman who enters Her Majesty's service shall be also signed—

(*iii*) by the mate or some other member of the crew, and

(*iv*) by the seaman or the officer authorised to receive the seaman into such service ; and

(*e*) every entry not specified in clause (*b*), clause (*c*) or clause (*d*) shall be also signed by the mate or some other member of the crew.

Penalties in respect of official logs.

169. (1) If in any case an official log is not kept as required by this chapter, or if any entry required by this Act to be made by the master or by his direction in such log is not made as required by this Act, or if any entry is not signed by the master as required by this Act, the master shall, if no other penalty is provided by this Act, be punished with fine which may extend to fifty rupees.

(2) Every person who makes or procures to be made or assists in making any entry in an official log kept under this chapter, in respect of any event occurring previously to the arrival of the ship at her final port of discharge, more than twenty-four hours after such arrival, shall be punished with fine which may extend to three hundred rupees.

(3) Every person who wilfully destroys, mutilates or renders illegible any entry in, or wilfully makes or procures to be made or assists in making any false or fraudulent entry or omission in, any such official log, shall be punished with imprisoment for a term which may extend to one year.

Entries in official log to be admissible in evidence.

170. All entries made in any such official log in pursuance of this Act or any other law shall if signed as thereby required be admissible in evidence.

Delivery of official log to Superintendent periodically.

171. (1) The master of every foreign-going British ship, whether registered in British India or not, shall, within forty-eight hours after the ship's arrival at her final port of destination in British India, or upon the discharge of the crew, whichever first happens, deliver to the Superintendent of a Mercantile Marine Office before whom the crew is discharged the official log of the voyage.

(2) The master or owner of every home-trade British ship, whether registered in British India or not, which is required by section 31, sub-section (3), to have a certificated master shall, within twenty-one days after the thirtieth day of June and the thirty-first day of December in every year, transmit or deliver to some Superintendent of a Mercantile Marine Office in British India the official log for the preceding half-year.

(3) Every master or owner who refuses or neglects to deliver or transmit an official log as required by this section shall be punished with fine which may extend to two hundred rupees.

Delivery of official log to Superintendent in case of transfer, loss or abandonment.

172. (1) If any British ship registered in British India ceases, by reason of transfer of ownership or change of employment, to fall within the operation of section 165, the master or owner thereof shall, if the ship is then at any port in British India, within one month, and if she is elsewhere, within six months, deliver or transmit to the Superintendent of the Mercantile Marine Office at the port to which the ship belonged the official log duly made out to the time at which she ceased to be within such operation, and in default shall be punished with fine which may extend to one hundred rupees.

(2) If any British ship registered in British India is lost or abandoned, the master or owner thereof shall, if practicable, and as soon as possible, deliver or transmit to the Superintendent of the Mercantile Marine Office at the port to which the ship belonged the official log (if any) duly made out to the time of such loss or abandonment, and in default shall be punished with fine which may extend to one hundred rupees.

CHAPTER XX.

RECOVERY OF FINES IMPOSED ABROAD.

Recovery, in local currency, of fines imposed abroad.

173. Where any person, being the owner or master or a member of the crew of a British ship, is tried under this Part at any place in Her Majesty's dominions beyond British India for an offence for which a fine is imposable, any fine imposed shall be recoverable in the currency of such place.

PART IV.

SAFETY AND PREVENTION OF ACCIDENTS.

CHAPTER XXI.

LIFE-SAVING APPLIANCES.

Exemption of certain ships.

174. Nothing in this chapter shall apply to—

(*a*) any ship which is duly provided with appliances for saving life at sea in accordance with rules made by the Board of Trade under the Merchant Shipping (Life-saving Appliances) Act, 1888, and for the time being in force.

(*b*) any ship which is duly provided with boats and other appliances for saving life in accordance with rules made by the Governor General in Council under section 324 and for the time being in force, or

(*c*) native craft not square-rigged.

Duty to carry life-saving appliances.

175. It shall be the duty of the owner and master of every British ship to see that his ship is provided, in accordance with rules made under this chapter, with such boats, life-jackets and other appliances for saving life at sea as, having regard to the nature of the service on which the ship is employed and the avoidance of undue encumbrance of the ship's deck, are best adapted for securing the safety of her crew and passengers.

Power to make rules.

176. The Local Government may make rules with respect to all or any of the following matters, namely :—

(*a*) the arranging of British ships into classes, having regard to the services in which they are employed, to the nature and duration of the voyage, and to the number of persons carried ;

(*b*) the number and description of the boats, life-boats, life-rafts, life-jackets and life-buoys to be carried by British ships, according to the class in which they are arranged, and the mode of their construction ; also the equipments to be

carried by the boats and rafts, and the methods (which may include oil for use in stormy weather) to be provided to get the boats and other life-saving appliances into the water ;

(*c*) the quantity, quality and description of buoyant apparatus to be carried on board British ships carrying passengers either in addition to or in substitution for boats, life-boats, life-rafts, life-jackets and life-bouys.

Penalty for breach of rules.

177. If any British ship required by rules made under section 176 to be provided with appliances for saving life at sea proceeds on any voyage or excursion without being so provided, in accordance with the rules applicable to the ship, then, if the owner appears to be in fault, he shall be punished with fine which may extend to one thousand rupees, and, if the master appears to be in fault, he shall be punished with fine which may extend to five hundred rupees.

Appiontment and powers of inspectors.

178. (1) The Local Government may appoint persons to inspect British ships in any port, for the purpose of seeing that such ships are properly provided with appliances for saving life at sea in pursuance of the rules made under section 176.

(2) Every person so appointed shall, in the port for which he is appointed, have for the purposes of such inspection, the following powers (that is to say)—

(*a*) he may go on board any British ship and may inspect the same or any part thereof or any of the boats, equipments or articles on board thereof, not unnecessarily detaining or delaying her from proceeding on any voyage ;

(*b*) he may, by summons under his hand, require the attendance of all such persons as he may think fit to call before him, may examine such persons, and may by a like summons, require returns in writing to any enquiries which he may think fit to make ; and

(*c*) he may administer oaths, or may, instead of administering an oath, require any person examined by him to make and subscribe a declaration of the truth of the statements made by him in his examination.

Notice of deficiency to be given to master or owner by such inspectors.

179. If any person so appointed finds that any British ship is not so provided, he shall give to the master or owner notice in writing pointing out the deficiency, and also what is, in his opinion, requisite in order to remedy the same.

Port-clearance not to be granted till inspector certifies that ship is properly provided with life-saving appliances.

180. Every notice so given shall be communicated, in such manner as the Local Government may direct, to the Customs-collector at any port from which such ship may seek to clear ; and no officer authorised to grant a port-clearance from such port shall grant the same without a certificate under the hand of some person appointed as aforesaid, to the effect that the said ship is properly provided with appliances for saving life at sea in pursuance of the said rules.

CHAPTER XXII.

INSPECTION OF SHIPS WITH REGARD TO LIGHTS AND FOG-SIGNALS.

Appointment and powers of inspectors of lights and fog-signals.

181. (1) The Local Government may appoint persons to inspect, in any port, ships, whether British or foreign, to which the regulations for preventing collisions at sea, issued under the Merchant Shipping Act Amendment Act, 1862, or any other similar law for the time being in force may apply, for the purpose of seeing that such ships are properly provided with lights and with the means of making fog-signals, in pursuance of such regulations or law.

(2) Every person so appointed shall, in the port for which he is appointed, have, for the purposes of such inspection, the following powers (that is to say)—

(*a*) he may go on board any ship and may inspect the same or any part thereof, or any of the equipments or articles on board thereof, not unnecessarily detaining or delaying her from proceeding on any voyage ;

(*b*) he may, by summons under his hand, require the attendance of all such persons, as he may think fit to call before him, may examine such persons, and may, by a like summons, require returns in writing to any enquiries which he may think fit to make ; and

(*c*) he may administer oaths or may, instead of administering an oath, require any person examined by him to make and subscribe a declaration of the truth of the statements made by him in his examination.

Notice of deficiency to be given to master or owner by such inspectors.

182. If any person so appointed finds that any ship is not so provided, he shall give to the master or owner notice in writing pointing out the deficiency, and also what is, in his opinion, requisite in order to remedy the same.

Port clearance not to be granted till inspector certifies that ship is properly provided with lights and fog-signals.

183. Every notice so given shall be communicated, in such manner as the Local Government may direct, to the Customs-collector at any port from which such ship may seek to clear ; and no officer authorised to grant a port-clearance from such port shall grant the same without a certificate under the hand of some person appointed as aforesaid to the effect that the said ship is properly provided with lights and, with the means of making fog-signals in pursuance of the said regulations or law.

CHAPTER XXIII.

SURVEY OF STEAM-SHIPS.

Certain steam-ships carrying passengers to have certificate of survey.

184. (1) A British or foreign steam-ship shall not carry more than twelve passengers between ports in British India, and

a British steam-ship shall not carry more than twelve passenger to or from any port in British India from or to any place out of British India,

unless she has a certificate of survey under this chapter in force and applicable to the voyage on which she is about to proceed, or the service on which she is about to be employed.

(2) Nothing in sub-section (1) shall apply to—

(*a*) any steam-ship having a certificate of survey granted by the Board of Trade or any British Colonial Government, unless it appears from the certificate that it is inapplicable to the voyage on which the steam-ship is about to proceed, or the service on which she is about to be employed, or unless there is reason to believe that the steam-ship has, since the grant of the certificate, sustained injury or damage, or been found unseaworthy or otherwise inefficient; or

(*b*) any steam-ship having a certificate of survey granted under Part X. in force and applicable to the voyage on which the steamship is about to proceed, or the service on which she is about to be employed; or

(*c*) any steam-ship carrying passengers during the interval between the time at which her certificate of survey under this chapter expires and the time at which it is first practicable to have the certificate renewed.

Power for Local Government to except certain steam-ships.

185. The Local Government, with the previous sanction of the Governor General in Council, may, by notification in the local official Gazette, declare that all or any of the provisions of this chapter shall not apply in the case of any specified class of steam-ships or shall apply to them with such modifications as the Local Government may prescribe.

Penalty for carrying passengers without certificate of survey.

186. (1) If any steam-ship carries or attempts to carry passengers in contravention of section 184, the owner and master of the steam-ship shall each be punished with fine which may extend to one thousand rupees.

(2) If the master or any other officer of any steam-ship which carries or attempts to carry passengers in contravention of section 184, is a licensed pilot, he shall be liable to have his license as a pilot suspended for any period, or cancelled, by the Local Government, as the Local Government may see fit to order.

No port-clearance until certificate of survey produced.

187. No port-clearance shall be granted, nor shall any pilot be assigned, to any steam-ship for which a certificate of survey is required by section 184, until after the production by the owner or master thereof of a certificate under this chapter in force and applicable to the voyage on which she is about to proceed and the service on which she is about to be employed.

Power to detain steam-ship not having certificate of survey.

188. If any steam-ship for which a certificate of survey is required by section 184 leaves or attempts to leave any port of survey without a certificate, the Local Government or any pilot on board the steam-ship may detain her until she obtains a certificate.

Appointment of surveyors and ports of survey.

189. The Local Government may appoint so many persons as it may think fit to be surveyors for the purposes of this chapter at such ports within the territories under its administration as it may appoint to be ports of survey.

Powers of surveyors.

190. (1) For the purposes of a survey under this chapter, any surveyor appointed under this chapter may, at any reasonable time, go on board any steam-ship, and may inspect the same or any part thereof, or the machinery, equipments or articles on board thereof :

Provided that he does not unnecessarily hinder the loading or unloading of the steam-ship, or unnecessarily detain or delay her from proceeding on any voyage.

(2) The owner, master and officers of the steam-ship shall afford to the surveyor all reasonable facilities for a survey, and all such information respecting the steam-ship, and her machinery and equipments, or any part thereof, respectively, as he may reasonably require.

Fees in respect of surveys.

191. Before a survey under this chapter is commenced, the owner or master of the steam-ship to be surveyed shall pay to such officer as the Local Government may appoint in this behalf—

(*a*) a fee calculated on the tonnage of the steam-ship according to the rates in Schedule V, or according to any other prescribed rates ; and

(*b*) when the survey is to be made in any port of survey other than Calcutta, Madras, Bombay or Rangoon, such additional fee, in respect of the expense (if any) of the journey of the surveyor to the port as the Local Government may, by notification in the official Gazette, direct.

Declaration of surveyor.

192. When a survey under this chapter is completed, the surveyor making it shall forthwith, if satisfied that he can with propriety do so, give to the owner or master of the steam-ship surveyed a declaration in the prescribed form containing the following particulars, namely :—

(*a*) that the hull and machinery of the steam-ship are sufficient for the service intended and in good condition ;

(*b*) that the equipments of the steam-ship and the certificates of the master, mate or mates, and engineer or engineers or engine-driver, are such and in such condition as are required by any law for the time being in force and applicable to the steam-ship ;

(*c*) the time (if less than one year) for which the hull, machinery and equipments of the steam-ship will be sufficient ;

(*d*) the limit (if any) beyond which, as regards the hull, machinery or equipments, the steam-ship is, in the surveyor's judgment not fit to ply ;

(*e*) the number of passengers which the steam-ship is, in the judgment of the surveyor, fit to carry, distinguishing, if necessary, between the respective numbers to be carried on the deck and in the cabins; and in different parts of the deck and cabin; the number to be subject to such conditions and variations according to the time of year, the nature of the voyage, the cargo carried, or other circumstances, as the case may require; and

(*f*) any other prescribed particulars.

Sending of declaration by owner or master to Local Government.

193. (1) The owner or master to whom a declaration is given under section 192 shall, within fourteen days after the date of the receipt thereof, send the declaration to such officer as the Local Government may appoint in this behalf.

(2) If he fails to do so, he shall forfeit a sum not exceeding five rupees for every day during which the sending of the declaration is delayed.

(3) The owner or master shall pay the sum so forfeited on the delivery of the certificate of survey.

Grant of certificate of survey.

194. (1) Upon receipt of a declaration by the officer appointed in that behalf under section 193, the Local Government shall, if satisfied that the provisions of this chapter have been complied with, cause a certificate in duplicate to be prepared and delivered, through such officer at the port at which the steam-ship was surveyed as the Local Government may appoint in this behalf, to the owner or master of the steam-ship surveyed, on his applying and paying the sum, if any mentioned in section 193, sub-section (3) as payable on delivery of a certificate.

(2) A certificate granted under this section shall be in *the prescribed* form; shall contain a statement to the effect that the provisions of this chapter with respect to the survey of the steam-ship and the transmission of the declaration in respect thereof have been complied with; and shall set forth—

(*a*) the particulars concerning the steam-ship which clauses (*c*), (*d*) and (*e*) of section 192 require the declaration by the surveyor to contain; and

(*b*) any other prescribed particulars.

(3) When a certificate is ready for delivery under this section, the Local Government shall cause notice thereof to be given by post or otherwise to the owner or master of the steam-ship to which the certificate relates.

(4) The Local Government may delegate,—

(*c*) with the previous sanction of the Governor General in Council to any person, by name or as holding an office, the function assigned to the Local Government by sub-section (1), of granting a certificate of survey under that sub-section;

(*d*) of its own authority, to any person, by name or as holding an office, the function, assigned to the Local Government by sub-section (3), of causing notice to be given of a certificate of survey being ready for delivery :

Provided, with respect to clause (*c*) of this sub-section, that no delegation of the function mentioned in that clause shall be construed to authorise the grant of a certificate of survey by the surveyor who gave the declaration of survey under section 192.

Certificate of survey to be affixed on conspicuous part of steamship.

195. (1) The owner or master of every steam-ship for which a certificate of survey has been granted under this chapter shall forthwith, on the receipt of the certificate, cause one of the duplicates thereof to be affixed, and kept affixed so long as the certificate remains in force and the steam-ship is in use, on some conspicuous part of the steam-ship were it may be easily read by all persons on board thereof.

(2) If the certificate is not so kept affixed, the owner and master of the steam-ship shall each be punished with fine which may extend to one hundred rupees.

Term of Certificate of survey.

196. A certificate of survey granted under this chapter shall be not in force—

(*a*) after the expiration of one year from the date thereof ; or

(*b*) after the expiration of the period, if less than one year, for which the hull, boilers, engines or any of the equipments have been stated in the certificate to be sufficient ; or

(*c*) after notice has been given by the Local Government to the owner or master of the steam-ship to which the certificate relates, that the Local Government has suspended or cancelled it.

Suspension or cancellation of certificate of survey by Local Government.

197. Any certificate of survey granted under this chapter may be suspended or cancelled by a Local Government if it has reason to believe—

(*a*) that the declaration by the surveyor of the sufficiency and good condition of the hull, boilers, engines or any of the equipments of the steam-ship has been fraudulently or erroneously made ; or

(*b*) that the certificate has otherwise been granted upon false or erreneous information ; or

(*c*) that, since the making of the declaration, the hull, boilers engines or any of the equipments of the steam-ship have sustained any injury, or have otherwise become insufficient.

Power to require delivery of expired, suspended or cancelled certificate of survey.

198. (1) The Local Government may require any certificate of survey granted under this chapter which has expired or has been suspended or cancelled to be delivered up to such person as it may direct.

(2) If the owner or master of any steam-ship without reasonable cause, neglects or refuses to deliver up a certificate when required under sub-section (1) so to do, he shall be punished with fine which may extend to one hundred rupees.

Report of suspension or cancellation of certain certificates.

199. If the Local Government which suspends, or cancels a certificate of survey granted under this chapter is not the Local Government which or whose delegate granted the certificate, the Local Government suspending or cancelling the certificate shall report the fact of suspension or cancellation, together with the reasons therefor, to the Local Government which or whose delegate granted the certificate.

Power for Local Government to direct that two surveyors be employed.

200. A survey under this chapter shall ordinarily be made by one surveyor, but two surveyors may be employed if the Local Government, by order in writing, shall so direct, either generally in the case of all steam-ships at any port of survey, or specially in the case of any particular steam-ship or class of steam-ships at any such port.

Power for Local Government to order a second survey.

201. (1) If the surveyor or surveyors making a survey under this chapter refuses or refuse to give a declaration under section 192 with regard to any steam-ship, or gives, or give a declaration with which the owner or master of the steam-ship surveyed is dissatisfied, the Local Government may, on the application of the owner or master and the payment by him of such fee, not exceeding twice the amount of the fee for the previous survey, as the Local Government may require, direct two other surveyors appointed under this chapter to survey the steam-ship.

(2) The surveyors so directed shall forthwith survey the steam-ship, and may, after the survey, either refuse to give a declaration or give such declaration as may under the circumstances seem to them proper; and their decision shall be final.

Division of duties when two surveyors employed.

202. When a survey is made under section 200 or section 201 by two surveyors, each of the surveyors making the survey, shall perform a prescribed portion of the duties assigned by this chapter or the rules made under this chapter to a surveyor making a survey.

Power to dispense with survey or foreign steam-ships surveyed abroad.

203. When a foreign steam-ship requires to be furnished with a certificate of survey under this chapter, and the Local Government is satisfied, by the production of a certificate of survey attested by a British Consular Officer at the port of survey, that the ship has been officially surveyed at a foreign port, and that the requirements of this chapter are proved by that survey to have been substantially complied with, the Local Government may, if it thinks fit, dispense with any further survey of the ship in respect of the

requirements so complied with, and give a certificate which shall have the same effect as a certificate given after survey under this chapter:

Provided that this section shall not apply in the case of an official survey at any foreign port with respect to which Her Majesty has by Order in Council directed that section 19 of the Merchant Shipping Act, 1876, shall not apply.

Power to make rules.

204. (1) The Local Government may make rules to regulate the making of surveys under this chapter.

(2) Rules under this section may, among other matters,—

(*a*) declare the times and places at which, and the manner in which, surveys are to be made;

(*b*) regulate the duties of the surveyor making a survey, and, where two surveyors are employed, assign the respective duties of each of the surveyors employed;

(*c*) declare the form in which the declarations of surveyors and certificates of survey under this chapter are to be framed, and the nature of the particulars which are to be stated therein, respectively; and

(*d*) fix the rates according to which the fees payable in respect of surveys are to be calculated in the case of all or any of the ports of survey within the territories under its administration.

CHAPTER XXIV.

Unsafe Ships.

Preliminary.

Exception of certain ships.

205. (1) Nothing in this chapter shall apply to—

(*a*) any home-trade ship of a burden of less than one hundred and fifty tons, or

(*b*) any ship of a like burden employed solely in fishing, or

(*c*) any pleasure-yacht.

(2) The provisions of this chapter as to load-lines shall not apply to—

(*d*) ships coming from ports in the United Kingdom and having such lines fixed, marked and certified in accordance with the provisions of the law for the time being there in force, or

(*e*) ships registered in a British Possession and having such lines fixed, marked and certified in accordance with the provisions of an enactment passed by the Legislature of that

Possession, with respect to which enactment such a declaration as is mentioned in section 3 of the Merchant Shipping Act, 1890, has been made by an Order of Her Majesty in Council and is for the time being in force.

(3) The Local Government, with the previous sanction of the Governor-General in Council, may, by notification in the local official Gazette, exclude from, or bring again within, the operation of any of the provisions of this chapter as to load-lines, subject to such modifications thereof (if any) as may be specified in the notification, any native craft not square-rigged.

Definitions.

206. (1) In any provision of this chapter, "port" includes also any part of a river or channel leading to a port which for the purposes of such provision the Local Government may, by notification in the official Gazette, declare to be included in such port.

(2) A ship is "unsafe" within the meaning of this chapter when by reason of the defective condition of her hull, equipments or machinery, or by reason of overloading or improper loading, she is unfit to proceed to sea without serious danger to human life, having regard to the nature of the service for which she is intended, and

every ship so loaded as to submerge in perfectly smooth salt water the centre of the disc placed thereon in pursuance of this chapter or the Merchant Shipping Acts, 1876 to 1892, and the Rules and Regulations made thereunder, shall be deemed to be "unsafe" within the meaning of this chapter, and every such submersion shall be reasonable and probable cause for the detention of the ship.

(3) In this chapter, "amidships" means the middle of the length of the load water-line as measured from the fore-side of the stem to the aft-side of the stern-post.

Detention of Unsafe Ships.

Power of Local Government to provisionally detain unsafe ship.

207. (1) The Local Government, if it has reason to believe, on complaint or otherwise, that a British ship in any port to which it may specially extend this section is unsafe, may provisionally order the detention of the ship for the purpose of being surveyed.

(2) A written statement of the grounds of such detention shall be forthwith served on the master of the ship.

Power of Local Government to release or finally detain ship, or refer the matter to a Court of Survey.

208. When the Local Government provisionally orders the detention of a British ship, it shall forth with appoint some competent person to survey the ship and report thereon, and, on receiving his report, may, subject to the provisions of section 210, either order the ship to be released or, if in its opinion the ship is unsafe, order her to be finally detained:

Provided that the Local Government may, at any time after a ship has been provisionally detained, refer the matter to the Court of Survey (hereinafter mentioned) for the port where the ship is detained.

Terms of order for final detention, and appeal to Court of Survey.

209. An order under section 208 for the final detention of a British ship may be either absolute or until the performance of such conditions with respect to the execution of repairs or alterations or the unloading or re-loading of cargo as the Local Government may think necessary for the protection of human life ; and the Local Government may vary or add to any such order :

Provided that, before an order for final detention is so made, a copy of the report shall be served upon the master of the ship, and within seven days after such service the owner or master may appeal against the report, in the manner prescribed, to the Court of Survey (hereinafter mentioned) for the port where the ship is detained.

Option to owner or master of appointing assessor to accompany surveyor, and appeal to Court of Survey.

210. Where a British ship has been provisionally detained and a person has been appointed under section 208 to survey the ship, the owner or master of the ship, at any time before such person makes the survey, may require that he shall take with him as assessor such person as the owner or master may select, being a person named in the list of assessors prepared under section 216, sub-section (4), or, if there is no such list, or if it is impracticable to procure the attendance of any person named in such list, a person of nautical, engineering or other special skill and experience ; and

in such case, if the surveyor and assessor agree that the ship should be detained or released, the Local Government shall cause the ship to be detained or released accordingly, and the owner or master shall have no appeal ;

but, if the surveyor and assessor differ in their report, the Local Government may act as if the requisition had not been made, and the owner or master shall have such appeal touching the report of the surveyor as is provided in section 209.

Power to appoint referee to hear appeal.

211. If the Local Government is of opinion that an appeal under section 209 or section 210 involves a question of construction or design, or of scientific difficulty or important principle, it may refer the matter to such one or more out of a list of scientific referees, to be prepared by the Local Government, as may appear to possess the special qualifications necessary for the particular case, and may be selected by agreement between the Port-officer and the appellant, or, in default of any such agreement, by the Local Government ; and thereupon the appeal shall be determined by the referee or referees instead of by the Court of Survey.

Option to appellant to require referee to be appointed.

212. The Local Government, if the appellant in any such appeal so requires and gives security to its satisfaction to pay the costs of and incidental to the reference, shall refer such appeal to a referee or referees selected as aforesaid.

Referee to have powers of Court of Survey.

213. The referee or referees to whom an appeal is referred under section 211 or section 212 shall have the same powers as a Judge of the Court of Survey.

Detaining-officers.

214. (1) For the better execution of this chapter, the Local Government may appoint a sufficient number of fit persons as its officers.

(2) Every officer so appointed (hereinafter referred to as a detaining-officer) shall have, for the purpose of his duties under this chapter, the following powers (that is to say) :—

(*a*) he may go on board any British ship and may inspect the same or any part thereof, or any of the machinery, equipments and cargo on board thereof, and may require the unloading or removal of any cargo, ballast or tackle, not unnecessarily detaining or delaying the ship from discharging, unloading or proceeding on any voyage ;

(*b*) he may, by summons under his hand, require the attendance of all such persons as he may think fit to call before him, may examine such persons, and may, by a like summons, require returns in writing to any enquiries which he may think fit to make ;

(*c*) he may require and enforce the production of all books, papers or documents which he considers important ; and

(*d*) he may administer oaths, or may, instead of administering an oath, require any person examined by him to make and subscribe a declaration of the truth of the statements made by him in his examination.

(3) Every detaining-officer shall, in addition to the powers conferred by sub-section (2), have the same power as the Local Government has under sections 207 and 208, respectively, of provisionally ordering the detention of a British ship for the purpose of being surveyed, and of appointing a person to survey her ; and, if he thinks that a ship so detained by him is not unsafe, may order her to be released.

(4) Every detaining-officer shall forthwith report to the Local Government any order made by him for the detention or release of a ship.

Powers of person authorised to survey ship.

215. For the purposes of the survey of a British ship under this chapter, any person authorised to make the same may go on board the ship and may inspect the same or any part thereof, or the machinery, equipments or cargo on board thereof, and may require the unloading or removal of any cargo, ballast or tackle.

Constitution of Court of Survey.

216. (1) A Court of Survey for a port shall consist of a Judge sitting with two assessors.

(2) The Judge shall be a District Judge, Judge of a Court of Small Causes, Presidency Magistrate, Magistrate of the first class, or other fit person appointed in this behalf by the Local Government either generally or for any specified case.

(3) The assessors shall be persons of nautical, engineering or other special skill and experience.

(4) One of the assessors shall be appointed by the Local Government either generally or in each case, and the other shall be summoned by the Judge, in the manner prescribed, out of a list of persons prepared for the purpose and published by the Local Government in the official Gazette, or, if there is no such list, or if it is impracticable to procure the attendance of any person named in such list, shall be appointed by the Judge.

Judge to summon assessors.

217. The Judge shall, on receiving notice of an appeal under section 209 or section 210, or a reference under section 208, immediately summons the assessors, in the manner prescribed, to meet forthwith.

Case to be heard in open Court.

218. Every such appeal and reference shall be heard in open Court.

Powers of Judge and assessors.

219. The Judge and each assessor shall, for the purposes of this chapter, have the same powers as are by section 214, sub-section (2), conferred on a detaining-officer.

Powers of Judge to appoint surveyor.

220. The Judge may appoint any competent person to survey the ship and report thereon to the Court.

Owner or master may atend at inspection or survey.

221. The owner and master of the ship and any person appointed by the owner or master, and also any person appointed by the Local Government, may attend at any inspection or survey made in exercise, or pursuance of the powers conferred by section 219 or section 220.

Power of Judge to release or finally detain ship.

222. The Judge shall have the same power as the Local Government has, to order the ship to be released or finally detained; but, unless one of the assessors concurs in an order for the detention of the ship, the ship shall be released.

Report to Local Government by Court.

223. The Judge shall report the proceedings of the Court in each case to the Local Government in the manner prescribed, and each assessor shall either sign such report or report to the Local Government the reasons for his dissent.

Power to make rules with respect to Court of Survey.

224. The Local Government may make rules to carry into effect the provisions of this chapter with respect to a Court of Survey, and in particular with respect to—

(*a*) the procedure before the Court;

(*b*) the requiring, on and appeal, of security for costs and damages;

(*c*) the amount and application of fees; and

(*d*) the ascertainment, in case of dispute, of the proper amount of costs under this chapter.

225. If it appears that there was not reasonable and probable cause, by reason of the condition of the ship or the act or default of the owner, for the provisional detention of a ship, the Government shall be liable to pay to the owner of the ship his costs of and incidental to the detention and survey of the ship, and also compensation for any loss or damage sustained by him by reason of the detention or survey.

Liability of Government for costs and damages when ship wrongly detained.

226. If a British ship is finally detained under this chapter, or if it appears that a British ship provisionally detained was at the time of such detention unsafe, the owner of the ship shall be liable to pay to the Government its costs of and incidental to the detention and survey of the ship; and such costs shall, without prejudice to any other remedy, be recoverable as salvage is recoverable.

Liability of owner for costs when ship rightly detained.

227. For the purposes of this chapter, the costs of and incidental to any proceeding before a Court of Survey, and a reasonable amount in respect of the remuneration of the surveyor or officer of the Local Government, shall be deemed to be part of the costs of the detention and survey of the ship.

What included in costs of detention and survey.

228. When a complaint is made to the Local Governmennt or a detaining-officer that a British ship is unsafe, it shall be in the discretion of such Government or officer (as the case may be) to require the complainant to give security to the satisfaction of such Government or officer for the costs and compensation which such complainant may become liable to pay under the provisions of section 229:

Power to require from complainant security for costs, &c.

Provided that where the complaint is made by one-fourth, being not less than three, of the seamen belonging to the ship, and is not in the opinion of such Government or officer frivolous or vexatious, such security shall not be required; and such Government or officer shall, if the complaint is made in sufficient time before the sailing of the ship, take proper steps to ascertain whether the ship ought to be detained under this chapter.

229. Where a British ship is detained in consequence of any complaint, and the circumstances are such that the Government is liable under this chapter to pay to the owner of the ship any costs or compensation, the complainant shall be liable to pay to the Government all such costs and compensation as the Government incurs, or is liable to pay, in respect of the detention and survey of the ship.

Costs, &c., payable by Government recoverable from complainant.

230. When under this chapter a British ship is authorised or ordered to be detained, any commissioned officer on full pay in the naval or military service of Her Majesty, any commander or first grade officer of any of Her Majesty's Indian Government ships, or any port-officer, harbour-master, conservator of a port or officer of customs may detain the ship.

Who may enforce detention of ship.

231. If any British ship after such detention, or after service on the master of any notice of or order for such detention, proceeds to sea before she is released by competent authority, the master of the ship shall be punished with fine which may extend to one thousand rupees.

Penalty for proceeding to sea after detention.

232. (1) If a British ship so proceeding to sea takes to sea, when on board thereof in the execution of his duty, any person authorised under this chapter to detain or survey the ship, the owner and master of the ship shall each be liable to pay all expenses of, and incidental to, such person being so taken to sea, and shall also each be punished with fine which may extend to one thousand rupees.

Penalty for carrying to sea officer in execution of his duty.

(2) When any owner or master is convicted of an offence against this section, the convicting Magistrate may enquire into and determine the amount payable on account of expenses by such owner or master under this section, and may direct that the same shall be recovered from him in manner provided by law for the recovery of fines.

233. When a British ship has been detained under this chapter, she shall not be released by reason of her British or British Indian register being subsequently closed.

Detained ship not to be released because British registry closed.

234. The Local Government may at any time, if satisfied that a British ship detained under this chapter is not unsafe, order her to be released either upon or without any conditions.

Release of ship at any time by Local Government.

235. (1) Where any order, notice, statement or document is required for the purpose of any provision of this chapter to be served on the master of a British ship, the same shall be served, where there is no master, on the owner of the ship, if he resides in the port where the ship is detained, or, if there is no owner residing there, on some agent of the owner residing there; or, where such owner or agent is unknown or cannot be found, a copy of such order, notice, statement or document shall be affixed to the masts of the ship, and shall be thereupon be deemed to be duly served.

Service of orders, &c.

(2) Any such order, notice, statement or document may be served by delivering a copy thereof personally to the person to be served, or by leaving same at his last place of abode, or, in the case of a master, by leaving it for him on board the ship with the person being or appearing to be in command or charge of the ship.

236. Where a foreign ship has taken on board all or any part of her cargo at a port in British India, and is while at that port unsafe by reason of overloading or improper loading, all the foregoing provisions of this chapter with respect to the detention of British ships shall apply to that foreign ship as if she were a British ship, unless such foreign ship, if in a port of the United Kingdom, would be entitled to the benefit of an Order of Her Majesty in Council under section 4 of the Merchant Shipping Act, 1890.

Application to foreign ships of provisions respecting detention.

Load Lines.

Marking of load-lines in case of ships which are not coasting-vessels.

237. (1) The master of every British ship, not being a coasting-vessel within the meaning of the Sea Customs Act, 1878, shall before his ship is entered outwards from any port in British India upon any voyage, or, if that is not practicable, as soon after as may be, mark outside upon each of her sides amidships, or as near thereto as practicable, in white or yellow on a dark ground, or in black on a light ground, a circular disc twelve inches in diameter, with a horizontal line eighteen inches in length drawn through its centre.

(2) The centre of the disc shall be placed at such level below the deck-line marked under the provisions of the Indian Merchant Shipping Act, 1880, or of the Merchant Shipping Act, 1876, as may be approved by the Local Government, and shall indicate the maximum load-line in perfectly smooth salt-water to which it shall be lawful to load the ship.

(3) When a ship has been marked as by this section required, she shall be kept so marked until she next returns to a port of discharge in British India or arrives at a port in the United Kingdom.

Statement in application to Customs-collector for entry outwards of such ship as aforesaid.

238. (1) Every person applying for entry of any such ship outwards shall insert, in the form of application made to the Customs-collector, a statement in writing of the distance in feet and inches between the centre of such disc and the upper edge of each of the lines indicating the position of the ship's deck which is above such centre; and, if default be made in delivering such statement, the Customs-collector may refuse to enter the ship outwards.

(2) A copy of such statement shall be entered in the agreement with the crew before it is signed by any member of the crew, and no Superintendent of a Mercantile Marine Office shall proceed with the engagement of a crew for any such ship until such entry has been made.

(3) The master shall enter, or cause to be entered, a copy of the said statement in the official log (if any).

Marking of load-lines in case of coasting vessels.

239. (1) The master of every British ship which is a coasting-vessel within the meaning of the Sea Customs Act, 1878, shall, before proceeding to sea from any port, mark outside upon each of her sides amidships, or as near thereto as practicable, in white or yellow on a dark ground, or in black on a light ground, a circular disc twelve inches in diameter, with a horizontal line eighteen inches in length drawn through its centre.

(2) The centre of the disc shall be placed at such level below the deck-line marked under the provisions of the Indian

Merchant Shipping Act, 1880, or of the Merchant Shipping Act, 1876, as may be approved by the Local Government, and shall indicate the maximum load-line in perfectly smooth salt-water to which it shall be lawful to load the ship.

(3) When a ship has been marked as required by this section, she shall be kept so marked until notice has been given of an alteration.

Annual statement as to position of load-line on coasting-vessel.

240. (1) The master of every such ship shall also once in every twelve months, immediately before the ship proceeds to sea, send or deliver to the Customs-collector, or other principal officer of Customs of such port as the Local Government may appoint in this behalf, a statement in writing of the distance in feet and inches between the centre of the disc and the upper edge of each of the lines indicating the position of the ship's decks which is above that centre.

(2) The master, before the ship proceeds to sea after any renewal or alteration of the disc, shall send or deliver to the Customs-collector, or other principal officer of Customs aforesaid, notice in writing of such renewal or alteration, together with such statement in writing as before mentioned of the distance between the centre of the disc and the upper edge of each of the deck-lines.

(3) If default be made in sending or delivering any notice or statement required by this section to be sent or delivered, the master shall be punished with fine which may extend to one thousand rupees.

Position of disc and approval of and certificate as to position thereof.

241. (1) The position of the discs mentioned in sections 237 and 239, respectively, shall be fixed in accordance with the tables framed by the Load-line Committee appointed in the United Kingdom before the passing of the Merchant Shipping Act, 1890, subject to such allowance as may be necessary in consequence of any difference between the position of the deck-line marked under the provisions of the Indian Merchant Shipping Act, 1880, or of the Merchant Shipping Act, 1876, and the position of the line from which free-board is measured under the said tables, and subject also to such modifications, if any, of the tables and the application thereof as may, with the previous approval of the Governor General in Council, be sanctioned by the Local Government.

(2) The Local Government shall appoint—

(*a*) a surveyor employed by Lloyd's or by any other society, corporation or association for the survey or registry of shipping approved by the Board of Trade, under section 2 of the Merchant Shipping Act, 1890, and specially authorised in this behalf by Lloyd's or by such society, corporation or association, as the case may be, or

(*b*) an officer specially selected by the Local Government for the purpose,

to approve and certify on its behalf from time to time the position of any such disc as aforesaid, and any alteration thereof,

and, with the previous sanction of the Governor General in Council, may fix the fees to be taken in respect of any such approval or certificate.

Power to make rules.

242. (1) The Local Government may make rules—

(*a*) determining the lines or marks to be used in connection with any such disc as aforesaid, in order to indicate the maximum load-line under different circumstances and at different seasons, and declaring that the provisions of this chapter with respect to load-lines are to have effect as if any such maximum load-line were drawn through the centre of the disc;

(*b*) as to the mode in which the disc and the lines or marks to be used in connection therewith are to be marked or affixed on the ship, whether by painting, cutting or otherwise;

(*c*) as to the mode of application for, and form of, certificates under section 241, sub-section (2); and

(*d*) as to the entry of such certificates, and any other prescribed particulars concerning the draught of water and freeboard of the ship, in the official log (if any) of the ship, or other publication thereof on board the ship, and as to delivering copies of such entries.

(2) Rules under clause (*a*) of sub-section (1) may, with respect to any class or classes of ships,—

(*e*) declare what shall be deemed to be seasons of fair weather and seasons of foul weather, respectively, for any of the purposes of the rules, and

(*f*) modify the tables referred to in section 241, sub-section (1).

Penalty for neglecting to mark, or submerging, load-line.

243. Any master of a British ship who neglects to cause his ship to be marked as by this chapter required, or to keep her so marked, or who allows the ship to be so loaded that when in perfectly smooth salt-water the centre of the disc is submerged, and

any person who conceals, removes, alters, defaces or obliterates, or suffers any person under his control to conceal, remove, alter, deface or obliterate, any of the lines or marks prescribed by or under this chapter, except in the event of the particulars thereby denoted being lawfully altered, or for the purpose of escaping capture by an enemy,

shall be punished with fine which may extend to one thousand rupees.

Penalty on master for having misleading marks.

244. The master of any British ship on which any of the marks or lines prescibed by or under this chapter is inaccurately placed so as to be likely to mislead, who does not forthwith cause such inaccuracy to be corrected, shall be punished with fine which may extend to one thousand rupees.

Penalty for neglecting to comply with rules as to entry or publication of certificates or other particulars or as to delivery of copies of entries.

245. If any person makes default in complying with any rule made under section 242, clause (*d*) he shall be punished with fine which may extend to one thousand rupees.

CHAPTER XXV.

Ship Surveyors.

Power to appoint examiners, and make rules as to qualifications, &c., of ship surveyors.

246. The Local Goverment may appoint competent persons for the purpose of examining the qualifications of person desirous of practising the profession of a ship surveyor at any port in the territories administered by such Government, and may make rules—

(*a*) for the conduct of such examinations and the qualification to be required,

(*b*) for the grant of certificates to qualified persons,

(*c*) for the fees to be paid for such examinations and certificates,

(*d*) for holding enquiries into charges of incompetency and misconduct on the part of holders of such certificates, and

(*e*) for the suspension and cancellation of such certificates.

No person to practise as ship surveyor unless qualified.

247. No person shall, in any port in which there is a person exercising the profession of a ship surveyor and holding a certificate granted under section 246, exercise such profession in such port unless he holds a certificate granted under that section :

Provided that nothing in this section shall—

(*a*) prevent any person employed by Lloyd's Register of British and Foreign Shipping or Bureau Veritas from discharging any of the duties of such employment, or

(*b*) apply to any person who exercised the profession of a ship surveyor before the first day of June, 1880, and who is specially exempted by the Local Government from the operation of this section.

Penalty for practising as ship surveyor without certificate.

248. Any person exercising the profession of a ship surveyor in contravention of the provisions of section 247, shall be punished with fine which may extend to one thousand rupees, and shall be incapable of maintaining any suit for any fee or reward for anything done by him in such exercise of such profession.

PART V.

WRECKS, CASUALTIES AND INVESTIGATIONS.

CHAPTER XXVI.

Receivers of Wreck.

Savings.

249. Nothing in this chapter shall—

(*a*) affect the declaration of the twenty-third day of October, 1889, in Schedule VI., between the Government of the United Kingdom of Great Britain and Ireland and the

Government of the French Republic, with reference to the disposal of the proceeds of wrecks on their respective coasts, that declaration having been made applicable to India, or

(*b*) affect section 29 of the Indian Ports Act X, 1889, or entitle any person to salvage in respect of any property recovered by creeping or sweeping in contravention of that section.

Definition of "wreck."

250. In this chapter, "wreck" includes the following when found in the sea or any tidal water or on the shores thereof, that is to say:—

goods which have been cast into the sea and then sink and remain under water;

goods which have been cast or fall into the sea and remain floating on the surface;

goods which are sunk in the sea, but are attached to a floating object in order that they may be found again;

goods which are thrown away or abandoned; and

a ship abandoned without hope or intention of recovery.

Appointment of Receivers.

251. (1) The Local Government, with the previous sanction of the Governor General in Council, may, by notification in the local official Gazette, appoint such person as it may think fit to receive and take possession of wreck, and to perform such duties connected therewith as are hereinafter mentioned, within such local limits as it may direct.

(2) Persons so appointed shall be called Receivers of Wreck.

Procedure to be observed by person finding wreck.

252. Any person finding and taking possession of any wreck within any local limits for which a Receiver of Wreck has been so appointed, or bringing within such limits any wreck which has been found and taken possession of elsewhere, shall, as soon as practicable,—

(*a*) if he be the owner of such wreck, give the Receiver of Wreck notice in writing of the finding thereof and of the marks by which the same is distinguished;

(*b*) if he be not the owner of such wreck, deliver the same to the Receiver of Wreck.

Government or person finding Wreck entitled to salvage.

253. (1) Whenever any wreck is found by the Receiver of Wreck or has been delivered to him in accordance with the provisions of section 252 by any person, not being the owner thereof, the Government or such other person so delivering such wreck, as the case may be, shall be entitled to recei a reasonable sum for salvage, having regard to all the circumstance the case.

(2) Any dispute arising concerning the amount due under this section shall be determined by a Magistrate, upon application to him for that purpose by either of the disputing parties.

Notice to be given by Receiver.

254. The Receiver of Wreck shall, on taking possession of any wreck, publish a notification, in such manner and at such place as the Local Government may direct in this behalf, containing a description of the same and a statement of the time at which and the place where the same was found.

Wreck may in certain cases be sold.

255. If after the publication of such notification the wreck is unclaimed, or if the person claiming the same fails to pay the amount due for salvage and for charges incurred by the Receiver of Wreck in respect thereof,

the Receiver of Wreck may sell such wreck by public auction, if of a perishable nature, forthwith, and, if not of a perishable nature, at any period not less than six months after such notification as aforesaid.

Proceeds how applied.

256. On the realisation of the proceeds of such sale, the amount due for salvage and charges as aforesaid, together with the expenses of the sale, shall be deducted therefrom, and the balance shall be paid to the owner of the wreck, or, if no such person appears and claims the same, shall be held in deposit for payment, without interest, to any person thereafter establishing his right to the same:

Provided that he makes his claim within one year from the date of the sale.

Penalty for failure to give notice of, or to deliver, wreck to the Receiver of Wreck.

257. Any person omitting to give notice of the finding of, or to deliver, any wreck to the Receiver of Wreck as required by section 252, shall be punished with fine which may extend to one thousand rupees, and in the case of omission to deliver any wreck shall, in addition to such fine, forfeit all claim to salvage, and pay to the owner of such wreck if the same is claimed, or, if the same is unclaimed, to the Government, a penalty not exceeding twice the value of such wreck.

CHAPTER XXVII.

INVESTIGATIONS INTO CASUALTIES AND CHARGES AGAINST MASTERS MATES AND ENGINEERS.

Saving of powers or removal of master.

258. Nothing in this chapter shall affect the powers conferred by section 240 of the Merchant Shipping Act 1854, or by section 127 of this Act on Courts mentioned in those sections, respectively.

Report of casualties to be made to Local Government.

259. (1) Whenever any Magistrate, or any officer appointed by the Local Government in this behalf, receives credible information that—

(a) any British or foreign ship has been lost, abandoned, stranded or materially damaged, on or near the coasts of British India; or

(*b*) by reason of any casualty happening to, or on board of, any British or foreign ship on or near those coasts, loss of life has ensued ; or

(*c*) any British or foreign ship has caused loss or material damage to any other ship on or near those coasts ; or

(*d*) any such loss, abandonment, stranding, damage or casualty has happened elsewhere to, or on board of, any British ship, and any competent witnesses thereof have arrived, or are to be found at any place in British India ; or

(*e*) any British ship is supposed to have been lost, and any evidence can be obtained in British India as to the circumstances under which she proceeded to sea, or was last heard of ;

he shall forthwith report in writing the information to the Local Government.

(2) The word " coasts " in sub-section (1) includes the banks of creeks and tidal rivers.

(3) In the cases mentioned in clauses (*a*), (*b*) and (*c*) of sub-section (1), the master, pilot, harbour-master or other person in charge of the ship, or (where two ships are concerned) in charge of each ship, at the time of the loss, abandonment, stranding, damage or casualty, and

in cases under clause (*d*) of sub-section (1), where the master of the ship concerned, or (except in the case of a loss) where the ship concerned, proceeds to any place in British India from the place where the loss, abandonment, stranding, damage or casualty has occurred, the master of the ship,

shall, on arriving in British India, give immediate notice of the loss, abandonment, stranding, damage or casualty to the nearest Magistrate, or, when he arrives at a port in British India, to the officer appointed as aforesaid at that port.

(4) In cases under clause (*e*) of sub-section (1), the managing owner of the ship, or, where there is no managing owner, the ship's husband, shall, as soon as conveniently may be, send to some officer appointed by the Local Government as aforesaid notice in writing of the loss.

(5) Any person bound to give notice under this section and wilfully failing to give the same shall be punished with fine which may extend to five hundred rupees.

(6) The Magistrate or other officer whose duty it is under sub-section (1) to report to the Local Government such information as is referred to in that sub-section shall have, for the purposes of such report, the following powers (that is to say) :—

(*f*) he may go on board any ship to which the provisions of this chapter apply, and may inspect the same or any part thereof,

or any of the machinery, boats, equipments or articles on board thereof, not unnecessarily detaining or delaying the ship from proceeding on any voyage;

(*g*) he may enter and inspect any premises the entry or inspection of which appears to him to be requisite;

(*h*) he may, by summons under his hand, require the attendance of all such persons as he may think fit to call before him, may examine such persons, and may, by a like summons, require returns in writing to any inquiries which he may think fit to make;

(*i*) he may require and enforce the production of all books, papers or documents which he considers important; and

(*j*) he may administer oaths, or may, instead of requiring or administering an oath, require any person examined by him to make and subscribe a declaration of the truth of the statements made by him in his examination.

Power for Local Government to appoint special Court of Investigation.

260. (1) If the Local Government to which the report required by section 259 has been made or within whose territories any competent witnesses of any such loss, abandonment, stranding, damage or casualty as is described in clause (*a*), (*b*), (*c*) or (*d*) of sub-section (1) of the same section have arrived or are to be found, or any evidence of such supposed loss as is described in clause (*e*) of the same sub-section can be obtained, is of opinion that a formal investigation into the facts referred to in any of the said clauses is requisite or expedient, the Local Government may appoint a special Court, consisting of not less than two nor more than four persons, and direct the Court to make the investigation, and may fix the place for making the same

(2) One of the members of the Court shall be a Magistrate acting in or near the place where the investigation is made; another shall be some person conversant with maritime affairs, and the other or others (if any) shall be conversant with either maritime or mercantile affairs.

Power for Admiralty and Criminal Courts to hold investigations into casualties when so directed.

261. Any Colonial Court of Admiralty in British India, and the principal Court of ordinary criminal jurisdiction at any port in British India where there is no Colonial Court of Admiralty, may, when so directed by the Local Government or by such officer as the Local Government has empowered in this behalf, make the investigation referred to in section 260.

Power for Court of Investigation to inquire into charges against masters, mates and engineers.

262. (1) Any Court making an investigation referred to in section 260 may inquire into any charge of incompetency or misconduct arising in the course of the investigation against any master, mate or engineer, as well as into any charge of wrongful act or default on his part causing any loss, abandonment, stranding, damage or casualty referred to in section 259.

(2) In every case in which any such charge, whether of incompetency or misconduct, or of a wrongful act or default as aforesaid, arises against any master, mate or engineer in the course of an

investigation, the Court shall, before the commencement of the inquiry into the charge, cause to be furnished to him a copy of the report or statement of the case upon which the investigation has been directed.

Power for Local Government to direct independent investigation into charge of incompetency or misconduct.

263. (1) If the Local Government has reason to believe that there are grounds for charging any master, mate or engineer holding a Board of Trade, Colonial or local certificate with incompetency or misconduct, otherwise than in the course of an investigation referred to in section 260, it may send a statement of the case to—

(*a*) any Court mentioned in section 261, or

(*b*) the Court of any Presidency Magistrate or Magistrate of the first class,

at or nearest to the place at which it may be convenient for the parties and witnesses to attend, and may direct the Court to make an investigation into the charge.

(2) Before commencing the investigation, the Court shall cause the master, mate or engineer so charged to be furnished with a copy of the statement sent by the Local Government.

Person accused to be heard.

264. For the purpose of an investigation under the foregoing provisions of this chapter into any charge against a master, mate or engineer, the Court may summon him to appear, and shall give him full opportunity of making a defence, either in person or otherwise.

Assessors.

265. (1) When any investigation under the foregoing provisions of this chapter involves, or appears likely to involve, any question as to the suspension or cancellation of the certificate of a master, mate or engineer, the Court making the investigation shall constitute as its assessors, for the purposes of the investigation, two persons having experience in the merchant service; and in every other investigation under the said provisions the Court making it may, if it thinks fit, constitute as its assessor, for the purposes of the investigation, any person conversant with maritime affairs and willing to act as assessor.

(2) Every assessor shall attend during the investigation and deliver his opinion in writing, to be recorded on the proceedings. But the exercise of all powers conferred on the Court by this Act or any other enactment for the time being in force shall rest with the Court.

Powers of Court as to evidence and regulation of proceedings.

266. For the purposes of any investigation under the foregoing provisions of this chapter, the Court making the investigations, so far as relates to compelling the attendance and examination of witnesses and the production of documents and the regulation of the proceedings, shall have—

(*a*) if the Court is a special Court—the same powers as are exerciseable by the principal Court of ordinary criminal jurisdiction for the place at which the investigation is made;

(*b*) if the Court is a Colonial Court of Admiralty, or a principal Court of ordinary criminal jurisdiction, or a Court of a Presidency Magistrate or a Magistrate of the first class the same powers as are exerciseable by that Court in the exercise of its admiralty or criminal jurisdiction (as the case may be).

Power to arrest witnesses and cause entry and detention of ships.

267. (1) If any Court making an investigation under the foregoing provisions of this chapter thinks it necessary for obtaining evidence that any person should be arrested, it may issue a warrant for his arrest, and may, for the purpose of effecting the arrest, authorise any officer (subject, nevertheless, to any general or special instructions from the Local Government) to enter any ship.

(2) Any officer so authorised may, for the purpose of enforcing the entry, call to his aid any officers of Police or Customs, or any other persons, and may seize and detain the ship for such time as is reasonably necessary to effect the arrest.

(3) No person shall be detained by virtue of this section for more than forty-eight hours.

Power to commit for trial and bind over witnesses.

268. (1) Whenever, in the course of any investigation under the foregoing provisions of this chapter, it appears that any person has committed, within the jurisdiction of any Court in British India, an offence punishable under any law in force in British India, the Court making the investigation may (subject to such rules consistent with this Act as the High Court may, from time to time, make, cause him to be arrested, or commit him or hold him to bail to take his trial before the proper Court; and may bind over any person to give evidence at the trial, and may, for the purposes of this section, exercise all the powers of a Magistrate of the first class or of a Presidency Magistrate.

(2) For the purposes of this section, the Recorder of Rangoon shall throughout Lower Burma, be deemed to be the High Court.

Report by Court to Local Government.

269. (1) The Court shall in the case of every investigation under the foregoing provisions of this chapter, transmit to the Local Government a full report of the conclusions at which it has arrived, together with the evidence.

(2) In cases in which, under the Merchant Shipping Acts, 1854 to 1892, the Court is required to send a report to the Board of Trade, the report shall be sent through the Local Government, and the transmission of the report to the Local Government shall be a sufficient compliance with this section.

Re-hearing.

270. (1) Where an investigation into a shipping casualty, or into the conduct of a master, mate or engineer, has been held under this chapter, the Local Government may, in any case,

and shall, if new and important evidence which could not be

produced at the investigation has been discovered, or if for any other reason there has, in its opinion, been ground for suspecting a miscarriage of justice,

order that the case be re-heard, either generally or as to any part thereof.

(2) Where a re-hearing is ordered on the ground that new and important evidence as aforesaid has been discovered, the case shall be re-heard by the Court by which it was heard in the first instance; and, where a re-hearing is ordered on any other ground, the case shall be re-heard by the Colonial Court of Admiralty.

(3) The provisions of section 262, section 263, sub-section (2) and sections 264 to 269 (both inclusive) shall apply in the case of every re-hearing ordered under this section.

Investigations into Explosions on Steam-ships.

Power to investigate causes of explosions on board steam-ships.

271. (1) Whenever an explosion occurs on board any steam-ship, whether British or foreign, on or near the coasts of British India, the Local Government may, if it thinks fit, direct that an investigation into the cause of the explosion be made by such person or persons as it may think fit.

(2) The person or persons so directed may enter into and upon the steam-ship, with all necessary workmen and labourers, and remove and portion of the steam-ship or of the machinery thereof, for the purpose of the investigation, and shall report to the Local Government what, in his or their opinion, was the cause of the explosion.

PART VI.

CHAPTER XXVIII.

Assistance to Passengers abroad.

Whereas by section 99 of an Act of the Imperial Parliament called the Passengers Act, 1855, it is enacted that "it shall be lawful for the Governor General of India in Council, from time to time, by any Act or Acts to be passed for that purpose, to declare that this Act or any part thereof shall apply to the carriage of passengers upon any voyage from any ports or places within the territories of British India, to be specified in such Act or Acts, to any other places whatsoever, to be also specified in such Act or Acts," and it is thereby also enacted that "on the passing of such Indian Act or Acts, and whilst the same shall remain in force, all such parts of this Act as shall be adopted therein shall apply to and extend to the carriage of passengers upon such voyages as in the said Indian Act or Acts shall be specified. The provisions of such Indian Act shall be enforced in all Her Majesty's Possessions in like manner as the provisions of this Act may be enforced;"

And whereas by an Act of the Imperial Parliament called the Passengers Act Amendment Act, 1863, certain parts of the Passengers Act, 1855, have been amended, and it is directed that the said Acts shall be construed together as one Act ;

And whereas certain parts of the said Acts of Parliament have by an Act passed by the Governor General of India in Council, called the Indian Sea Passengers Act, 1885, been made applicable to the carriage of passengers upon certain specified voyages ;

And whereas it is expedient that the said Indian Sea Passengers Act, 1885, should be re-enacted with the amendments hereinafter appearing ;

It is hereby enacted as follows :—

Certain provisions of the Passengers Acts, 1855 and 1863, made applicable to specified voyages from British India.

272. The provisions in sections 273, 274 and 275, and Schedule VII (being parts of the Passengers Act, 1855, as amended by the Passengers Act Amendment Act, 1863), are declared applicable to the carriage of passengers, whether in British or foreign ships, upon the following voyages, namely :—

(*a*) voyages from the ports of Calcutta, Madras and Bombay to the British colonies of Mauritius, Jamaica, British Guiana, Trinidad, St. Lucia, Grenada, St. Vincent, Natal, St. Kitts, Nevis and Fiji ;

(*b*) voyages from the ports of Calcutta, Madras and Bombay to the French colonies of Reunion, Martinique, Guadeloupe and its dependencies, and Guiana ;

(*c*) voyages from the ports of Calcutta, Madras and Bombay to the Netherlands colony of Dutch Guiana ;

(*d*) voyages from the ports of Calcutta, Madras and Bombay to the Danish colony of St. Croix ;

(*e*) voyages under Part VII from Calcutta, Madras, Bombay, Karachi, Rangoon and other ports in British India to the Straits Settlements, to the protected Native States adjoining the Straits Settlements, to Australia, and to ports in the Red Sea, Gulf of Aden or Persian Gulf and on the East Coast of Africa.

Governors or Consuls may pay expenses of passengers taken off ship.

273. If the passengers or cabin-passengers upon any such voyage as is specified in section 272 are taken off from the ship carrying them or are picked up at sea from any boat, raft or otherwise, it shall be lawful, if the port or place to which they are conveyed is in any of Her Majesty's colonial possessions, for the Governor of such colony, or for any person authorized by him for the purpose, or, if in any foreign country, for Her Majesty's Consular Officer at such port or place therein, to defray all or any part of the expenses thereby incurred,

Governors or Consuls may send on passengers, if the master of the ship fails to do so.

274. If any passenger or cabin-passenger of any such ship as aforesaid, without any neglect or default of his own, finds himself within any colonial or foreign port or place other than that for which the ship was originally bound, or at which he, or the Emigration Agent, or any public officer or other person on his behalf, has contracted that he should land,

it shall be lawful for the Governor of the colony, or for any person authorised by him for the purpose, or for Her Majesty's Consular Officer at the foreign port or place, as the case may be, to forward the passenger or cabin-passenger to his intended destination, unless the master of the ship, within forty-eight hours of the arrival of such passenger or cabin-passenger, gives to the Governor or Consular Officer, as the case may be, a written undertaking to forward or carry on within six weeks thereafter the passenger or cabin-passenger to his original destination, and unless the master accordingly forwards or carries him on within that period.

Expenses incurred under sections 273 and 274 to be a Crown debt.

275. (1) All expenses incurred under section 273 or section 274, by or by the authority of a Governor or Consular Officer, or other person as therein respectively mentioned, including the cost of maintaining the passengers and cabin-passengers until forwarded to their destination, and of all necessary bedding, provisions and stores, shall become a debt to Her Majesty from the owner, charterer and master of the ship, and shall be recoverable from them, or from any one or more of them, at the suit and for the use of Her Majesty, in like manner as in the case of other Crown debts.

(2) A certificate in the form given in Schedule VII, or as near thereto as the circumstances of the case will admit, purporting to be under the hand of any such Governor or Consular Officer (as the case may be), stating the total amount of expenses, shall, in any suit or other proceeding for the recovery of the debt, be received in evidence without proof of the handwriting or of the official character of the Governor or Consular Officer, and shall be deemed sufficient evidence of the amount of the expenses, and that the same were duly incurred; nor shall it be necessary to adduce on behalf of Her Majesty any other evidence in support of the claim, but judgment shall pass forthe Crown, with costs of suit, unless the defendant specially pleads and duly proves that the certificate is false or fraudulent or specially pleads and duly proves any facts showing that the expenses were not duly incurred:

Provided, nevertheless, that in no case shall any larger sum be recovered on account of the expenses than a sum equal to twice the total amount of passage-money received or due to and recoverable by or on account of the owner, charterer or master of the ship or any of them from or on account of the whole number of passengers and cabin-passengers who may have embarked in the ship; which total amount of passage-money shall be proved by the defendant if he will have the advantage of this limitation of the debt;

but if any such passengers are forwarded or conveyed to their in-

tended destination under the provisions of section 274, they shall not be entitled to the return of their passage-money, or to any compensation for loss of passage.

Insurance.

276. No policy of assurance effected in respect of any passages, or of any passage or compensation money, by any person by this chapter made liable in the events aforesaid to provide those passages or to pay that money, or in respect of any other risk under this chapter, shall be deemed invalid by reason of the nature of the risk or interest sought to be covered by the policy of assurance.

PART VII.

NATIVE PASSENGER-SHIPS.

CHAPTER XXIX.

PRELIMINARY.

Application.

277. (1) This Part applies—

(*a*) to all subjects of Her Majesty within the dominions of Princes and States in India in alliance with Her Majesty,

(*b*) to all native Indian subjects of Her Majesty without and beyond British India; and,

(*c*) subject to the exceptions mentioned in section 5 and in sub-section (2) of this section, to ships, whether British or foreign, carrying as passengers more than thirty natives of Asia or Africa.

(2) But it does not apply—

(*d*) to any steam-ship not carrying as passengers more than sixty natives of Asia or Africa, or

(*e*) to any ship not intended to carry natives of Asia or Africa as passengers to or from any port in British India.

(3) Notwithstanding anything in sub-sections (1) and (2), the Local Government, with the previous sanction of the Governor General in Council, may by notification in the local official Gazette, declare all or any of the provisions of this Part to apply—

(*f*) to sailing-ships, or any class of sailing-ships, whether British or foreign, carrying as passengers more than fifteen natives of Asia or Africa, or

(*g*) to steam-ships, or any class of steam-ships, whether British or foreign, carrying as passengers more than thirty natives of Asia or Africa.

Power to exempt ships.

278. (1) The Local Government, with the previous sanction of the Governor General in Council, may, subject to such conditions as it may think fit, exempt any ship or class of ships from any provision of this Part,

(2) In imposing a condition under this section the Local Government may direct that a breach of it shall be punishable with fine which may extend to two hundred rupees, and, when the breach is a continuing breach, with a further fine which may extend to twenty rupees for every day after the first during which the breach continues.

Definitions.

279. In this Part, unless there is something repugnant in the subject or context,

(1) "native passenger" means a passenger by a ship who is a native of Asia or Africa of the age of twelve years or upwards and is not on the agreement of the ship as one of the crew ;

But does not include either a passenger in attendance on a person who is not a native of Asia or Africa, or a child under one year of age ;

And, in the computation of native passengers for any of the purposes of this Part, two persons of the age of one year or upwards and under the age of twelve years shall be reckoned as one passenger ;

(2) "long voyage" means, subject to the provisions of section 280,—

(*a*) any voyage to Aden from any other port in British India whether the ship performing it proceeds to Aden direct or calls at one or more intermediate ports, or

(*b*) any voyage from or to a port in British India to or from a port in the Red Sea, whether the ship performing it proceeds to such port direct or calls at one or more intermediate ports, or

(*c*) any voyage (not being a voyage referred to in clause (*a*) or clause (*b*) during which the ship performing it will in ordinary circumstances be one hundred and twenty hours or upwards continuously out of port, or

(*d*) any voyage (not being a voyage referred to in clause (*a*) or clause (*b*) during which the ship performing it will not in ordinary circumstances be one hundred and twenty hours continuously out of port, but during which the ship calls at one or more intermediate ports and has native passengers on board for two hundred and forty hours or upwards

(3) "short voyage" means, subject to the provisions of section 280,—

(*e*) any voyage (not being a voyage referred to in clause (*a*) or clause (*b*), or a shelter-port voyage or an excursion voyage during which the ship performing it will not in ordinary circumstances be one hundred and twenty hours continuously out of port, and

(*i*) does not call at any intermediate port, or

(*ii*) calls at one or more intermediate ports and has native passengers on board for less than two hundred and forty hours.

(4) "shelter-port voyage" means, subject to the provisions of section 280,—

(*f*) in case of a steam-ship having a certificate of survey, granted under Chapter XXIII or by the Board of Trade or by a British Colonial Government, in force and applicable to the

voyage on which the ship is about to proceed or the service on which she is about to be employed—any voyage (not being an excursion voyage) during which the ship is at no time more than eight hours distant from a port of shelter, and,

(*g*) in case of any other ship—any voyage (not being an excursion voyage) during which the ship performing it is at no time more than six hours distant from a port of shelter;

(5) "excursion voyage" means, subject to the provisions of section 280, any voyage beginning and ending in a season of fair weather, during which the ship performing it is not out of port before sunrise or after sunset, and during which native passengers are not embarked before sunrise or kept on board after sunset;

(6) "voyage," when used without the prefix "long," "short," "shelter-port" or "excursion," means the whole distance between the ship's port or place of departure and her final port or place of arrival; and

(7) "Chief Customs-officer" means the chief executive officer of sea-customs in any port or place to which this Part applies.

Power to declare what shall be deemed "seasons of fair weather," and "seasons of foul weather," and to modify or supplement certain definitions in section 279.

280. (1) The Governor General in Council may, by notification in the *Gazette of India*, declare what shall be deemed to be, for the purposes of this Part, "seasons of fair weather" and "seasons of foul weather," and, for sailing-ships and steam-ships respectively, a "long voyage," a "short voyage," a "shelter-port voyage" and an "excursion voyage."

(2) The Local Government, with the previous sanction of the Governor General in Council, may, by notification in the local official Gazette, declare what ports shall, for the purposes of this Part, be deemed to be "ports of shelter."

CHAPTER XXX.

General Provisions as to Voyages.

Ports for departure of ships or discharge or receiving of native passengers.

281. (1) A ship carrying native passengers shall not depart or proceed on a voyage from, or discharge such passengers at any port or place in British India other than a port appointed in this behalf by the Local Government.

(2) After a ship has departed or proceeded on a voyage from a port so appointed, a person shall not be received on board as a native passenger except at some other port so appointed.

Notice to be given of destination and time of sailing.

282. (1) The master, owner or agent of any ship so departing or proceeding shall give notice to an officer appointed in this behalf by the Local Government that the ship is to carry native passengers, and of her destination, and of the proposed time of

sailing.

(2) The notice shall be given not less than twenty-four hours before that time.

Power to enter on and inspect ship.

283. After receiving the notice, the officer aforesaid or any person authorised by him shall be at liberty at all times to enter on the ship and inspect her and her fittings and the provisions and stores in her.

Ship not to sail without certificate or certificates.

284. (1) A ship intended to carry native passengers shall not commence a voyage from a port appointed under section 281 unless the master holds a certificate (hereinafter called Certificate A) to the effect mentioned in sub-section (2), and, in the case of a ship proceeding on a long voyage, a certificate (hereinafter called Certificate B) to the effect mentioned in sub-section (3).

(2) "Certificate A" shall state—

(*a*) that the ship is seaworthy and properly equipped, fitted and ventilated, and

(*b*) in the case of a ship proceeding on a long voyage, the number of native passengers which she is capable of carrying, or

(*c*) in the case of a ship proceeding on a short voyage, a shelter-port voyage or an excursion voyage,—

(*i*) the full number of native passengers which the ship is capable of carrying during a season of fair weather and a season of foul weather respectively, and on a short voyage, a shelter-port voyage and an excursion voyage respectively, when fully equipped and fitted in accordance with this Part and the rules thereunder,

(*ii*) the number of native passengers which the ship is capable of carrying on each division of a deck during a season of fair weather and a season of foul weather, respectively, and on a short voyage a shelter-port voyage and an excursion voyage, respectively, a plan of each such division being given on the certificate and the number of native passengers being stated on the plan, and

(*iii*) if the ship is to carry upper-deck passengers during a season of fair weather, that she is furnished with substantial bulwarks and a double awning or with other sufficient protection against the weather; and

(*d*) in the case of a ship referred to in section 291, that she has on board a medical officer licensed in accordance with the rules under this Part.

(3) "Certificate B" shall state—

(*e*) the voyage which the ship is to make, and the intermediate ports, if any, at which she is to touch;

(*f*) that she has the proper complement of officers and seamen;

(*g*) that food, fuel, pure water and medical stores and appliances, over and above what is necessary for the crew, and the other things, if any, prescribed for the ship, have been placed on board, of the quality prescribed, properly packed, and sufficient to supply the native passengers on board during the voyage which the ship is to make (including such detention in quarantine as may be probable) according to the scale for the time being prescribed;

(*h*) that the master holds Certificate A;

(*j*) if the ship is to carry native passengers to any port in the Red Sea, that she is propelled principally by steam, and,

(*k*) such other particulars, if any, as may be prescribed.

Port-clearance not to be granted without certificate or certificates.

285. No officer authorised to grant a port-clearance shall grant the same for a ship carrying native passengers unless the master holds a certificate or certificates granted in accordance with section 284.

Grant of certificates.

286. The person by whom Certificate A and Certificate B are to be granted shall be the officer appointed under section 282.

Production of certificate of survey containing particulars required for Certificate A.

287. Where the master of a ship produces to that officer a certificate of survey, granted under Chapter XXIII or by the Board of Trade or by a British Colonial Government, in force and applicable to the voyage on which the ship is about to proceed or the service on which she is about to be employed, and any of the particulars required by section 284, sub-section (2), are certified thereby, the officer may take the certificate as evidence of those particulars, and the same may thereupon be inserted in Certificate A.

Survey of ship.

288 (1) After receiving the notice required by section 282, the officer appointed under that section may, if he thinks fit, cause the ship to be surveyed at the expense of the master or owner by competent surveyors, who shall report to him whether the ship is, in their opinion, seaworthy and properly equipped, fitted and ventilated for the voyage which she is to make:

Provided that he shall not cause a ship having a certificate of survey mentioned in section 287 to be surveyed unless, by reason of the ship having met with damage or having undergone alterations, or on other reasonable ground, he considers it likely that she may be found unseaworthy or not properly equipped, fitted or ventilated for the voyage.

(2). If the officer causes a survey to be made of a ship holding a certificate of survey mentioned in section 287, and the surveyors report that the ship is seaworthy and properly equipped, fitted and ventilated for the voyage, and that there was no reasonable ground

why the officer should have thought it likely that she would be found unseaworthy, or not properly equipped, fitted or ventilated for the voyage, the expense of the survey shall be paid by the Local Government.

(3). If at the time of making a survey under this section all the prescribed equipments are not on board the ship, the officer granting Certificate A shall note the deficiency thereon; and the number of native passengers proportionate to such deficiency shall not be carried until the deficiency has been supplied and the fact endorsed on the certificate by the said officer.

Discretion as to grant of certificate.

289. (1) The officer authorised to grant a certificate under this Part in respect of a ship shall not grant it unless he is satisfied that she has not on board any cargo likely from its quality, quantity or mode of stowage to prejudice the health or safety of the passengers.

(2). But save as aforesaid, and subject to the provisions of sub-section (3), it shall be in the discretion of the officer to grant or withhold the certificate.

(3). In the exercise of that discretion that officer shall be subject to the control of the Local Government, and of any intermediate authority which that Government may appoint in this behalf.

Copy of certificate to be exhibited.

290. The master or owner shall post up in a conspicuous part of the ship, so as to be visible to persons on board thereof, a copy of the certificate or each of the certificates granted under this Part in respect of the ship, and shall keep the copy or copies so posted up throughout the voyage.

Certain ships to carry medical officer.

291. Every ship carrying more than four hundred native passengers

from or to any port on the Coromandel Coast to or from Rangoon, or

from or to Calcutta to or from Rangoon, or from or to any port in the territories administered by the Governor of Bombay in Council to or from any port not in those territories, or

from or to Aden to or from any other port in the territories administered by the Governor of Bombay in Council, and

every ship carrying more than one hundred native passengers from or to any port in British India to or from any port in the Red Sea,

shall have on board a medical officer licensed in accordance with the rules under this Part.

Report of deaths.

292. (1) The master of every ship carrying native passengers shall notify the date and supposed cause of death of every native passenger dying on the voyage.

(2) Such notification shall be made at the first port at which the ship calls after the occurrence of any such death, and shall be made,—

(*a*) in the case of a long voyage, to a person lawfully exercising Consular authority on behalf of Her Majesty at such port, or to the Chief Customs-officer thereat, or to the officer (if any) appointed there under section 282, and

(*b*) in the case of a short voyage, a shelter-port voyage or an excursion voyage, to such officer as the Governor General in Council may appoint in this behalf.

Report as to animals carried.

293. The master of every ship carrying native passengers and calling at any intermediate port in British India between the first port of departure and the final port of arrival shall at each such intermediate port report to the officer appointed under section 282 the number of cattle and other live animals on board which may be occupying space measured for native passengers.

CHAPTER XXXI.

Special Provisions as to Long Voyages.

Space to be available for native passengers.

294. Every ship carrying native passengers and performing a long voyage shall, subject to the provisions of section 326, contain in the between-decks the spaces hereinafter respectively mentioned for each such passenger :

if the ship is propelled by sails, twelve superficial and seventy-two cubic feet ;

if the ship is propelled by steam, or partly by steam and partly by sails, nine superficial and fifty-four cubic feet.

Statements concerning passengers.

295. The master of a ship departing or proceeding on a long voyage from any port in British India shall sign two statements, specifying the number and the respective sexes of all the native passengers, and the number of the crew, and shall deliver them to the officer appointed under section 282, who shall thereupon, after having first satisfied himself that the numbers are correct, countersign and return to the master one of the statements.

Ship taking additional passengers at intermediate place.

296. (1) In either of the following cases, namely,—

(*a*) if after the ship has departed or proceeded on a long voyage any additional native passengers are taken on board at a port in British India appointed under section 281 for the embarkation of such passengers, or

(*b*) if the ship upon her voyage touches or arrives at any such port, having previously received on board additional native passengers at any place beyond British India,

the master shall obtain a new certificate to the effect of Certificate B from the officer appointed at that port under section 282, and shall make additional statements specifying the number and the respective sexes of all the additional native passengers.

(2). All the foregoing provisions of this Part with respect to Certificate B and statements concerning native passengers shall be applicable to any certificate granted or statement made under this section.

Voyages between British India and the Red Sea.

Ships to be propelled principally by steam.

297. A ship carrying native passengers from or to any port in British India to or from any port in the Red Sea shall be propelled principally by steam.

Ships to touch at Aden and obtain bill of health.

298. (1) A ship carrying native passengers from or to any port in British India other than Aden to or from any port in the Red Sea shall touch at Aden, and shall not leave that port without having obtained from the proper authority a clean bill of health.

(2) The authority at Aden empowered to grant the bill of health shall refuse to grant it if the ship has on board a greater number of native passengers than the number allowed for the ship by or under this Part, and may refuse to grant it if the requirements of any rule under this Part are not complied with on board the ship.

Bond.

299. In the case of a ship carrying native passengers from any port in British India other than Aden to any port in the Red Sea, no officer authorised to grant a port-clearance for the ship shall grant the same unless and until the master, owner or agent of the ship and two sureties resident in British India have executed in favour of the Secretary of State for India in Council a joint and several bond, for the sum of five thousand rupees, conditioned—

(*a*) that the ship shall touch at Aden on the outward voyage and there obtain a clean bill of health, and shall do the same on the homeward voyage if the ship continues to carry more than sixty native passengers, and

(*b*) that the master and medical officer (if any) of the ship shall comply with, on the outward voyage, and also on the homeward voyage if the ship continues to carry more than sixty native passengers, the provisions of this Part and of such rules relating to ships carrying native passengers between ports in British India and ports in the Red Sea as the Governor General in Council may make under this Part.

Power to direct medical inspection of passengers.

300. (1) The Local Government may direct that no native passenger shall be received on board any ship or any ship of a specified class carrying native passengers from any port in British India to any port in the Red Sea unless and until the passenger has been inspected, at such time and place, and in such manner, as the Local Government may fix in this behalf, by a medical officer to be appointed by that Government for the purpose.

(2). If in the opinion of any officer making inspection under this section any native passenger is suffering from any dangerously infectious or contagious disease, he shall prohibit the embarkation of the passenger.

(3). If any such officer has reason to believe that any native passenger, though not suffering from any dangerously infectious or contagious disease, is or has recently been in attendance upon, or otherwise in contact with, any person so suffering, he may prohibit the embarkation of the passenger for such period as he may think fit.

CHAPTER XXXII.

Special Provisions as to Short, Shelter-Port and Excursion Voyages.

301. (1) Every ship carrying native passengers and performing a short voyage, a shelter-port voyage or an excursion voyage shall, subject to the provisions of section 326, have the spaces hereinafter respectively mentioned for each such passenger :—

Space to be available for passengers.

when performing a short voyage during a season of fair weather,	*nine superficial and fifty-four cubic feet* ;
when performing a shelter-port voyage during a season of fair weather,	*seven superficial and forty-two cubic feet* ;
when performing a short voyage or a shelter-port voyage during a season of foul weather,	*if the ship is propelled by sails, nine superficial and fifty-four cubic feet* ; *if the ship is propelled by steam, or partly by steam and partly by sails, seven superficial and forty-two cubic feet* ;
when performing an excursion voyage,	*six superficial and thirty-six cubic feet* :

Provided that, in the case of a ship performing a short voyage or a shelter-port voyage,—

(*a*) such space as aforesaid shall, in seasons of foul weather, be sheltered by a permanent iron or wooden deck-covering and by solid bulwarks,

(*b*) if native passengers are carried in any ship, whether, during a season of fair weather or during a season of foul weather, in more than one deck below the main or tonnage deck, the ship shall have on each such additional deck fourteen superficial and eighty-four cubic feet of space for each such passenger.

Upper-deck passengers.

302. A ship performing a short voyage, a shelter-port voyage or an excursion voyage during a season of fair weather shall not carry upper-deck passengers unless she is furnished with substantial bulwarks and a double awning or with other sufficient protection against the weather.

Food, &c., to be carried, awnings to be spread and statement as to passengers to be furnished.

303. The master of every ship proceeding on a short voyage, a shelter-port voyage, or an excursion voyage shall be bound—

(*a*) to carry food, fuel, pure water and medical stores and appliances, over and above what is necessary for the crew, and the other things, if any, prescribed for the ship, of the quality prescribed, properly packed and sufficient to supply the native passengers on board during the voyage which the ship is to make (including such detention in quarantine as may be probable) according to the scale for the time being prescribed ;

(*b*) to keep awnings spread over all exposed decks at sea at all times when the weather permits ;

(*c*) to furnish to the officer appointed under section 282 at every port in British India at which the ship touches a statement, in a form sanctioned by the Local Government, shewing the number of native passengers taken on board at the last port at which the ship touched, the number to be landed at the port at which the statement is furnished and the number to be conveyed to the next port ; and

(*d*) to certify to such officer at each port as aforesaid that the several articles mentioned or referred to in clause (*a*) have been placed on board in accordance with that clause.

CHAPTER XXXIII.

PENALTIES.

Penalty for ship unlawfully departing or receiving native passengers on board.

304. If any ship departs or proceeds on a voyage from, or discharges native passengers at, any port or place in British India in contravention of section 281, sub-section (1), or section 284, or if any person is received as a native passenger on board a ship in contravention of section 281, sub-section (2), or

if any native passenger is carried on board a ship in contravention of section 288, sub-section (3),

the master or owner shall, for every native passenger carried in the ship, or for every native passenger so discharged, received or carried on board, be punished with fine which may extend to one hundred rupees, or with imprisonment for a term which may extend to one month, or with both, and

the ship, if found within two years in any port or place in British India, may be seized and detained by a Chief Customs-officer until the penalities incurred under this Part by her master or owner have been adjudicated, and the payment of the fines imposed on him under this Part, with all costs, has been enforced, under the provisions of this Part.

Provided that the aggregate term of imprisonment awarded under this section shall not exceed one year.

Penalty for opposing entry on or inspection of ship.

305. If any person impedes or refuses to allow any entry or inspection authorised by or under this Part, he shall be punished with fine which may extend to five hundred rupees, or with imprisonment for a term which may extend to three months, or with both.

Penalty for not exhibiting copy of certificates.

306. If any master or owner without reasonable excuse, the burden of proving which shall lie upon him, fails to comply with the requirements of section 290, with respect to the posting of copies of certificates, he shall be punished with fine which may extend to two hundred rupees, or with imprisonment for a term which may extend to one month, or with both,

Penalty for sailing without medical officer.

307. If any ship referred to in section 291 has not on board a medical officer as required by that section, the master shall be punished with fine which may extend to five hundred rupees, or with imprisonment for a term which may extend to three months, or with both.

Penalty for failing to notify death.

308. If any master without reasonable excuse, the burden of proving which shall lie upon him, fails to notify any death, as required by section 292, he shall be punished with fine which may extend to five hundred rupees, or with imprisonment for a term which may extent to three months, or with both.

Penalty for failing to make a report as to animals carried.

309. If any master fails to make a report, as required by section 293, as to animals carried on board his ship and occupying space measured for native passengers, or wilfully makes any false statement in any such report, he shall be punished with fine which may extend to twenty rupees for every animal occupying such space and not duly reported.

Penalty for not complying with requirements as to statements concerning passengers and certain other matters.

310. If any master fails to comply with any of the requirements of section 295, as to statements concerning native passengers, or wilfully makes any false entry or note in or on any such statement, or

without reasonable excuse, the burden of proving which shall lie upon him, fails to obtain any such new certificate, or to make any such statement of the number of additional native passengers, as is mentioned in section 296,

he shall be punished with fine which may extend to five hundred rupees, or with imprisonment for a term which may extend to three months, or with both.

311. If any ship carrying native passengers from or to any port in British India to or from any port in the Red Sea is not propelled principally by steam as required by section 297, the master and owner shall each be punished with fine which may extend to five hundred rupees, or with imprisonment for a term which may extend to three months, or with both.

Penalty for carrying native passengers to or from the Red Sea in ship not propelled by steam.

312. If, in the case of a ship to which section 298 applies, the master, without reasonable excuse, the burden of proving which shall lie upon him, fails to touch at Aden, or leaves that port without having obtained a bill of health under that section, he shall be punished with fine which may extend to two thousand rupees, or with imprisonment for a term which may extend to six months, or with both.

Penalty for not obtaining bill of health at Aden.

313. If, in the case of a ship to which section 298 applies, the master, or the medical officer, if any, of the ship, witout reasonable excuse, the burden of proving which shall lie upon him, breaks, or omits or neglects to obey, any rule under this Part applicable to the ship, he shall be punished with fine which may extend to five hundred rupees, or with imprisonment for a term which may extend to three months, or with both.

Penalty on master or medical officer of certain ships disobeying rules.

314. If the maste of any ship to which a direction under section 300 applies knowingly receives on board the ship any person in contravention of that section or of any prohibition made thereunder, he shall be punished with fine which may extend to five hundred rupees for each person so received, or with imprisonment for a term which may extend to three months, or with both.

Penalty on master receiving passenger in contravention of section 300.

315. (1) If any master fails to comply with any of the requirements of section 303, clause (*a*), as to the carrying of food, fuel, water, medical stores and appliances and other prescribed things, he shall be punished with fine which may extend to two hundred rupees.

Penalty for contravention of section 303.

(2) If any master fails to comply with the requirement of section 303, clause (*b*), as to the spreading of awnings, he shall be punished with fine which may extend to two hundred rupees.

(3) If any master fails to comply with any of the requirements of section 303, clause (*c*), as to furnishing a statement concerning native passengers, or wilfully makes any false entry in any such statement, he shall be punished with fine which may extend to two hundred rupees, and no officer authorised to grant a port-clearance for the ship shall grant the same unless and until the master has furnished a statement, or an amended statement, as the case may be, of the nature required by the said clause.

(4) If any master fails to give the certificate required by section 303, clause (*d*), or wilfully makes, any false entry or note in or on any such certificate, he shall be punished with fine which may extend to five hundred rupees, or with imprisonment for a term which may extend to three months, or with both.

Penalty for fraudulent alteration in ship after certificate obtained or given.

316. If any Master, after having obtained any of the certificates mentioned in section 284 or section 296, or after having given a certificate under section 303, clause (*d*), fraudulently does or suffers to be done anything whereby the certificate becomes inapplicable to the altered state of the ship, her passengers or other matters to which the certificate relates, he shall be punished with fine which may extend to two thousand rupees, or with imprisonment for a term which may extend to six months, or with both.

Penalty for failing to supply native passengers with prescribed provisions.

317. If any master without reasonable excuse, the burden of proving which shall lie upon him, omits to supply to any native passenger the prescribed allowance of food, fuel and water, he shall be punished with fine which may extend to twenty rupees for every passenger who has sustained detriment by the omission.

Penalty for having excessive number of native passengers on board.

318. (1) If any ship carrying native passengers to or from any port in British India has on board a number of native passengers which is greater than the number allowed for the ship by or under this Part, the owner and master shall, for every native passenger over and above that number, be each punished with fine which may extend to twenty rupees, and the master shall further be liable to imprisonment for a term which may extend to one week in respect of each such passenger :

Provided that the aggregate term of imprisonment awarded under this section shall not exceed six months.

(2) Any officer authorised in this behalf by the Local Government may cause all native passengers over and above the number allowed by or under this Part to disembark, and may forward them to any port at which they may have contracted to land, and recover the cost of so forwarding them from the master or owner of the ship as if the cost were a fine imposed under this Part ; and a certificate under the hand of that officer shall be conclusive proof of the amount of the cost aforesaid.

Penalty for bringing native passengers from foreign port in excess of authorised number.

319. If any ship carrying native passengers from any port or place beyond British India to any port in British India has on board a number of native passengers greater either than the number allowed for the ship by or under this Part or than the number allowed by the license or certificate, if any, granted in respect of the ship at her port or place or departure, the master and owner shall, for every native passenger in excess of that number, be each punished with fine which may extend to twenty rupees.

320. If any master lands any native passenger at any port or place other than the port or place at which the passenger may have contracted to land, unless with his previous consent, or unless the landing is made necessary by perils of the sea or other unavoidable accident, the master shall for every native passenger so landed be punished with fine which may extend to two hundred rupees, or with imprisonment for a term which may extend to one month, or with both.

Penalty for landing native passenger at a place other than that at which he has contracted to land.

321. If any ship, otherwise than by reason of perils of the sea or other unavoidable accident, touches at any port or place in contravention of any express or implied contract or engagement with the native passengers with respect to the voyage which the ship was to make and the time which that voyage was to occupy, whether the contract or engagement was made by public advertisement or otherwise, the master and owner shall each be punished with fine which may extend to five hundred rupees, or with imprisonment for a term which may extend to three months, or with both.

Penalty for making voyage in contravention of contract with passengers.

CHAPTER XXXIV.

SUPPLEMENTAL PROVISIONS.

322. (1) The Chief Customs-officer, or other officer, if any, appointed by the Local Government in this behalf, at any port in British India at which a ship carrying native passengers touches or arrives, shall, with advertence to the provisions of this Part, send any particulars which he may deem important respecting the ship, and the native passengers carried therein, to the officer appointed under section 282 at the port from which the ship commenced her voyage, and to the officer appointed under the said section at any other port in British India where the passengers or of any of them embarked or are to be discharged.

Information to be sent to ports of embarkation and discharge.

(2) The chief Customs-officer, or other officer, if any, appointed by the Local Government in this behalf, at any port in British India at which a ship to which this Part applies touches or arrives, may enter on the ship and inspect her in order to ascertain whether the provisions of this Part as to the number of native passengers and other matters have been complied with.

323. In any proceeding for the adjudication of any penalty incurred under this Part, any document purporting to be a report of such particulars as are referred to in section 322, sub-section (1), or a copy of the proceedings of any Court of Justice duly authenticated, and also any like document purporting to be made and

Certain documents to be admissible in evidence.

signed by any person lawfully exercising consular authority on behalf of Her Majesty in any foreign port, shall be admissible in evidence, if it appears to have been officially transmitted to any officer at or near the place where the proceeding under this Part is held.

Power to make rules.

324. (1) The Govenor General in Council may make rules to regulate, in the case of any ship or class of ships, all or any of the following matters :

(*a*) the scale on which food, fuel and water are to be supplied to native passengers or to any class or classes of native passengers, and the quality of the food, fuel and water ;

(*b*) the medical, stores and other appliances and fittings to be provided on board for maintaining health, cleanliness and decency ;

(*c*) the licensing and appointment of medical officers in cases where they are required by section 291 to be carried ;

(*d*) the anchors and cables to be provided on board ;

(*e*) the instruments for purposes of navigation to be supplied ;

(*f*) the apparatus for ventilation and for the purpose of extinguishing fires on board, and the precautions to be taken to prevent such fires ;

(*g*) the provision of boats and other appliances for saving life and of means for making signals of distress, and the supply of lights inextinguishable in water and fitted for attachment to lifebuoys ;

(*h*) the area to be deducted from the space measured for native passengers when live animals are carried in such space ;

(*i*) the functions of the master, medical officer (if any) and other officers of the ship during the voyage ;

(*j*) the access of between-decks passengers to the upper deck ; and

(*k*) generally, to carry out the purposes of this Part.

(2) The Local Government may make rules to regulate, in the case of any ship or class of ships,—

(*l*) the local limits within which, and the time and mode at and in which, native passengers are to be embarked or discharged at any port appointed under section 281 in that behalf; and

(*m*) the time within which the ship or any ship of the class is to depart or proceed on her voyage after commencing to take native passengers on board.

(3) In making a rule under this section the authority making it may direct that a breach of it shall be punishable with fine which may

extend to two hundred rupees, and, when the breach is a continuing breach, with a further fine which may extend to twenty rupees for every day after the first during which the breach continues.

Supply by passengers of their own food.

325. If any officer appointed in this behalf by the Local Government is satisfied that a native passenger has brought on board a ship for his own use food of the quality and in the quantity for the time being prescribed, the requirements of this Part respecting the supply of food for native passengers shall not apply so far as regards the supply of food for that passenger.

Power to declare space to be available for native passengers.

326. The Governor General in Council may, by notification in the Gazette of India, declare in the case of any ship or class of ships and for all or any voyages the number of superficial and cubic feet of space to be available for native passengers; and the order shall be alternative to, or override, as the Governor General in Council may direct, the provisions of sections 294 and 301 so far as they apply to that ship or class of ships.

Appointment of officers.

327. The Local Government shall appoint such persons as it may think fit to exercise and perform the powers and duties which are conferred and imposed by this Part or may be conferred and imposed thereunder.

Authority to institute proceedings for penalties.

328. The penalties to which masters and owners of ships are made liable by this Part shall be enforced only on information laid at the instance of officers appointed to grant certificates under this Part, or, at any port or place where there is no such officer, at the instance of the Chief Customs-officer.

PART VIII.

CHAPTER XXXV.

COAST-LIGHT DUES.

Preliminary.

Definition of "voyages."

329. In this chapter, unless there is something repugnant in the subject or context, "voyage" means the whole distance between a ship's place of departure and her final place of arrival; but the return of a ship from any place shall, notwithstanding the terms of any charter-party, be deemed a distinct voyage.

Levy and Recovery of Dues.

Dues chargeable.

330. For the purpose of establishing and maintaining coast-lights in the eastern part of the Bay of Bengal, a toll, hereinafter called "coast-light dues," shall be paid in respect of every ship, whether British or foreign, of the burden

of fifty tons or upwards making any voyage mentioned in Schedule VIII, at the rate of one anna and six pies per ton of burden ;

Provided that such ship sails from, or enters during the course of, or at the termination of, such voyage, a port in British India, or takes in, or discharges, cargo off the coast of British India :

Provided further that the Governor General in Council may, by notification in the Gazette or India,—

(*a*) reduce, and again raise to an amount not exceeding one anna and six pies per ton of burden, the rate of coast-light dues payable in respect of all ships or any particular class of ships, or

(*b*) abolish the coast-light dues payable in respect of all ships or any particular class of ships.

Dues when payable. 331. Coast-light dues chargeable under section 330 shall become due and payable—

(*a*) in the case of a ship clearing out of a port in British India upon any such voyage as aforesaid—previous to the grant of any port-clearance ;

(*b*) in the case of a ship entering a port in British India in the course, or at the termination, of any such voyage as aforesaid—immediately upon her entering such port :

Provided that the said dues shall not be levied more than once on any ship in the course of the same voyage.

Collection of dues. 332. The Customs-collector shall collect the coast-light dues,

and shall grant to the person paying the same a voucher in writing under his hand, setting forth the name of his office, the port at which the coast-light dues are paid, the amount so paid, the name, tonnage and other proper description of the ship in respect of which such payment is made, and the voyage on which she is or has been bound.

Master to report arrival of ship. 333. Within twenty-four hours after the arrival within a port of any ship chargeable with coast-light dues, the master of the ship shall give notice of such arrival to the Customs-collector.

Ascertainment of tonnage of ship chargeable with dues. 334. In order to ascertain the tonnage of any ship chargeable with coast-light dues, the following rules shall be observed :—

(1) (*a*) If the ship is registered in the United Kingdom or in British India or any other British Possession, the Customs-collector may require the owner or the master of the ship or any person having possession of her certificate of registry to produce such certificate for inspection.

(*b*) If the owner or master or such person as aforesaid neglects or refuses to produce such certificate, or otherwise to satisfy the Customs-collector as to what is the true tonnage of

the ship in respect of which the coast light dues are payable, he shall be punished with fine which may extend to one hundred rupees, and the Customs-collector may cause the ship to be measured, and the tonnage thereof to be ascertained, according to the mode of measurement for the time being prescribed by or under the Merchant Shipping Act, 1854, as amended by subsequent Acts, for ascertaining the tonnage of British ships; and in such case the owner or master of the ship shall also be liable to pay the expenses of the measurement.

(2) If the ship is not registered in the United Kingdom or in British India or some other British Possession, and the owner or master thereof fails to satisfy the Customs-collector as to what is her true tonnage according to the mode of measurement for the time being prescribed by or under the Merchant Shipping Act, 1854, as amended by subsequent Acts, for ascertaining the tonnage of British ships, the Customs-collector shall cause the ship to be measured, and the tonnage thereof to be ascertained, according to the mode aforesaid; and in such case the owner or master of the ship shall be liable to pay the expenses of the measurement.

(3) If the ship is a ship of which the tonnage cannot be ascertained according to the mode of measurement mentioned in clauses (1) and (2), the tonnage of the ship shall be determined by the Customs-collector on such an estimate as may seem to him to be just.

On refusal to pay dues or expenses, the Collector may distrain and sell.

335. If the master of any ship refuse or neglects to pay to the Customs-collector on demand by him the amount of any dues or expenses payable in respect of the ship under this chapter, the Customs-collector may distrain or arrest the ship and the tackle, apparel and furniture belonging thereto, or any part thereof, and detain the same until the amount of such dues or expenses is paid;

and in case any part of such dues or expenses, or of the costs of the distress or arrest, or of the keeping of the same remains unpaid for the space of five days next after any such distress or arrest is so made, the Customs-collector may cause the ship or other thing so distrained or arrested to be sold, and with the proceeds of such sale may satisfy such dues, expenses and costs (including the costs of sale) remaining unpaid, and shall render the surplus (if any) to the master of the ship upon demand.

No port-clearance to be granted until dues, &c., are paid.

336. No officer authorised to grant a port-clearance shall grant the same for a ship to which this chapter applies until her master or some other person has paid or secured to the satisfaction of such officer, the amount of all dues, expenses and costs with which the ship is chargeable under this chapter and of any fine to which any person is liable for anything done by him in contravention of this chapter.

337. The master of any ship departing from or entering any port in British India upon, or in the course of at the termination of, any voyage, shall, upon the demand of the Customs-collector, specify upon what voyage she is or has been bound.

Master to specify on demand voyage on which ship is bound.

338. If the master of any ship evades, or attempts to evade, the payment of any coast-light dues, expenses or costs payable in respect of the ship under this chapter, he shall be punished with fine which may extend to two hundred rupees.

Penalty for evading payment of dues, &c.

339. (1) If any dispute arises as to whether any ship is chargeable with any coast-light dues, expenses or costs under this chapter, or as to the amount of such dues, expenses or costs, such dispute shall upon application made in that behalf by either of the disputing parties, be heard and determined in the towns of Calcutta, Madras and Bombay by a Presidency Magistrate, and elsewhere by any Magistrate exercising at the place where the dispute arises powers not less than those of a Magistrate of the second class.

Magistrate to decide disputes.

(2) All decisions under this section shall be final.

Statement of Receipts and Expenditure.

340. The Governor General in Council shall publish annually in the Gazette of India, as soon after the first day of April as may be, a statement showing the amount received on account of coast-light dues during the year ending on the thirty-first day of March last preceding, and the amount expended during the same period on the establishment and maintenance of coast-lights in the eastern part of the Bay of Bengal.

Statement of receipts and expenditure to be published.

PART IX.

CHAPTER XXXVI.

MISCELLANEOUS.

341. (1) The following persons shall be deemed to be public servants within the meaning of the Indian Penal Code, namely :

Certain persons to be deemed "public servants."

(*a*) every surveyor appointed under section 189,

(*b*) every judge, assessor, officer or surveyor acting under Chapter XXIV,

(*c*) every person appointed under section 259, sub-section (1), to report information as to casualties,

(*d*) every officer authorised under section 267, sub-section (1), to enter a ship, and all persons whom he calls to his aid, and

(*e*) every person making an investigation under section 271.

Suspension and removal of officers.

343. Any officer or surveyor appointed under this Act may be suspended or removed by the authority which appointed him.

Provisions with respect to rules.

343. (1) The power to make rules under the foregoing provisions of this Act is subject (except in the case of rules made under section 30 or section 268) to the condition of the rules being made after previous publication in such manner as the Governor General in Council may direct.

(2) A rule made by a Local Government under the foregoing provisions of this Act shall not take effect until it has been sanctioned by the Governor General in Council and published in the local official Gazette.

(3) A rule made by the Governor General in Council under the foregoing provisions of this Act shall not take effect until it has been published in the Gazette of India.

(4) The publication in the Gazette of a rule purporting to be made under the foregoing provisions of this Act shall be conclusive proof that the rule has been duly made and sanctioned.

(5) Any rule under the foregoing provisions of this Act may be cancelled or varied by the authority by whom it was made.

Jurisdiction of Magistrates in respect of offences.

344. (1) No Magistrate shall try any offence against the foregoing provisions of this Act or any rule thereunder unless he is a Presidency Magistrate or a Magistrate whose powers are not less than those of a Magistrate of the first class.

(2) Any offence against the foregoing provisions of this Act which is triable in a summary way may be so tried by a Magistrate of the first class although he has not been specially empowered by the Local Government under section 260 of the Code of Criminal Procedure, 1882.

Place of trial of offences.

345. Any person committing an offence against the foregoing provisions of this Act or any rule thereunder shall be triable for the offence in any place in which he may be or which the Local Government may, by notification in the official Gazette, direct in this behalf, or in any other place in which he might be tried under any other laws for the time being in force.

Deposition of absent witness.

346. (1) Whenever, in the course of any legal proceeding under the foregoing provisions of this Act instituted at any place in British India before any Court or Magistrate or before any person authorised by law or by consent of parties to receive evidence, the testimony of any witness is required in relation to the subject-matter,

and the defendant or the person accused, as the case may be, after being allowed a reasonable opportunity for so doing, does not produce the witness before the Court or Magistrate,

any depositon previously made by the witness in relation to the same subject-matter before any Court, Justice or Magistrate in Her

Majesty's dominions (including all parts of British India other than those subject to the same Local Government as the place where the proceeding is instituted), or before any British consular officer elsewhere shall be admissible in evidence—

(a) if the deposition is authenticated by the signature of the presiding officer of the Court, or of the Justice, Magistrate or Consular officer before whom it was made, and

(b) if the defendant or the person accused had an opportunity, by himself or his agent, of cross-examining the witness, and

(c) if the proceeding be criminal, on proof that the deposition was made in the presence of the person accused:

Provided that, when such cross-examination has taken place, it shall be recorded as part of the deposition.

(2) It shall not be necessary in any case to prove the signature or official character of the person appearing to have signed any such deposition; and a certificate by such person that the defendant or the person accused had an opportunity of cross-examining the witness, and that the deposition, if made in a criminal proceeding, was made in the presence of the person accused, shall, unless the contrary be proved, be sufficient evidence that he had that opportunity and that it was so made.

Levy of wages, &c., by distress of moveable property.

347. When an order for the payment of any wages or other money is made by a Superintendent of Mercantile Marine Office under section 87 or by a Magistrate under section 89, and the money is not paid at the time or in the manner directed, the sum mentioned in the order, with such further sum as may be thereby awarded for costs, shall be levied by distress and sale of the moveable property of the person directed to pay the same, under a warrant to be issued for that purpose by a Magistrate.

Levy of wages, fines, &c., by distress of ship.

348. Where any Court or Magistrate has power to make an order under the foregoing provisions of this Act directing payment to be made of any seaman's wages, fine, or other sum of money, then, if the person so directed to pay the same is the master or owner of a ship and the same is not paid at the time or in the manner directed by the order,

the Court or Magistrate may, in addition to any other power it or he may have for the purpose of compelling payment, by warrant direct the amount remaining unpaid to be levied by distress and sale of the ship, and the tackle, apparel and furniture thereof.

Application of fines.

349. A Magistrate imposing a fine under the foregoing provisions of this Act may, if he thinks fit, direct the whole or any part thereof to be applied in compensating any person for any detriment which he may have sustained by the act or default in respect of which the fine is imposed, or in or towards payment of the expenses of the prosecution.

PART X.

INLAND STEAM-SHIPS.

CHAPTER XXXVII.

PRELIMINARY.

Extent.

350. (1) This Part extends in the first instance to the whole of British India (inclusive of Upper Burma, except the Shan States), other than the territories administered by the Governor of Fort St. George in Council.

(2) But the Governor of Fort St. George in Council may at any time, by notification in the official Gazette, extend this Part or any portion thereof to the whole or any part of the territories under his administration.

Commencement.

351. (1) This Part shall come into force in the whole of British India, except the territories administered by the Governor of Fort St. George in Council, on the first day of April, 1893.

(2) If the Governor of Fort St. George in Council extends this Part or any portion thereof to the whole or any part of the territories under his administration, the same shall come into force in the local area to which it is so extended on such day as the Governor in Council may, by the notification extending the Part or portion, direct.

Definitons.

352. In this Part, unless there is something repugnant in the subject or context,—

(1) "steam-ship" means every description of vessel propelled wholly or in part by the agency of steam;

(2) "inland steam-ship" means a steam-ship which ordinarily plies on inland water;

(3) "inland water" means any canal, river, lake or navigable water in British India;

(4) "Board of Trade certificate" means, a certificate, either of competency or service, as master or engineer, as the case may be, granted by the Board of Trade under the Merchant Shipping Act, 1854, as amended by subsequent Acts:

(5) "Colonial certificate" means a certificate of competency as master or engineer, as the case may be, granted—

(*a*) in British India, under Chapter IV of this Act, or

(*b*) in any other British Possession, under the authority of the Legislature of that Possession,

and which has been declared by Order in Council under the Merchant Shipping (Colonial) Act, 1869, to be of the same force as if it had been granted under the Merchant Shipping Act, 1854, and the Acts amending the same;

(6) "local certificate" means—

(*i*) a certificate, either of competency or service, as master, or

(*ii*) a certificate of competency as engineer or engine-driver, as the case may be,

granted by a Local Government under Chapter IV of this Act and which has not been declared as aforesaid;

(7) "inland certificate," means a certificate, either of competency or service, as master, serang, engineer or engine-driver, as the case may be, granted by a Local Government under Chapter XXXVIII of this Act;

(8) "voyage" includes also the plying of an inland steam-ship at or about any place;

(9) "passenger" includes any person carried in an inland steam-ship, other than the master and crew and the owner, his family and servants; and

(10) "prescribed" means prescribed by a rule made under this Part.

Power to define tidal water.

353. The Local Government may, by notification in the official Gazette, define how much of any tidal water shall be deemed to be an inland water for the purposes of this Part.

Application of Part to ships propelled by electricity, &c.

354. This Part shall apply to ships propelled by electricity or other mechanical power, with such modifications as the Governor General in Council may, by notification in the Gazette of India, direct for purposes of adaptation.

Exemption of Government ships.

355. Nothing in this Part shall apply to any steam-ship belonging to, or in the service of Her Majesty or the Government of India.

Power to exempt certain ships from Chapters XXXVIII, XXXIX and XLI.

356. The Local Government, with the previous sanction of the Governor General in Council, may, by notification in the local official Gazette, declare that all or any of the provisions of Chapter XXXVIII, XXXIX and XLI shall not apply in the case of any specified class of inland steam-ships, or shall apply to them with such modifications as the Local Government may direct.

CHAPTER XXXVIII.

EXAMINATION OF, AND GRANT OF INLAND CERTIFICATES TO MASTERS, SERANGS, ENGINEERS AND ENGINE-DRIVERS.

Appointment of examiners.

357. The Local Government may appoint persons for the purpose of examining the qualifications of persons desirous of obtaining—

(*a*) Inland certificates of competency as masters or serangs of inland steam-ships, or

(*b*) inland certificates of competency as engineers or engine-drivers of inland steam-ships.

Grant of inland certificates of competency as master, serang, engineer or engine-driver.

358. The Local Government shall grant—

(*a*) to every person who is reported by the examiners to possess the necessary qualifications and to have given satisfactory evidence of his sobriety, experience, ability and general good conduct on boardship an inland certificate of competency to the effect that he is competent to act as a first-class master, second-class master or serang, as the case may be, of an inland steam-ship, and

(*b*) to every person who is reported by the examiners to possess the necessary qualifications and to have given satisfactory evidence of his sobriety, experience and ability an inland certificate of competency to the effect that he is competent to act as an engineer, first-class engine-driver or second-class engine-driver, as the case may be, of an inland steam-ship,

Provided that the Local Government may in any case in which it has reason to believe that the report has been unduly made, require, before granting a certificate, a re-examination of the applicant or a further inquiry into his testimonials and character.

Grant of inland certificates of service.

359. (1) The Local Government may in its discretion grant without examination to any person who has served as a master, or as engineer, of an inland steam-ship before the first day of April, 1890, an inland certificate of service to the effect that he may act as a first-class master, second-class master or serang, or as an engineer, first-class engine-driver, or second-class engine-driver, as the case may be, of an inland steam-ship.

(2) A certificate of service so granted shall have the same effect as a certificate of competency granted under section 9.

Certificates to be in prescribed form and to be made in duplicate.

360. Every certificate of competency or service granted under this chapter shall be in the prescribed form, and shall be made in duplicate, and one copy shall be delivered to the person entitled to the certificates, and the other shall be kept by the Local Government and recorded in the prescribed manner.

Copy of certificate to be granted in certain cases.

361. Whenever a master or serang, or an engineer or engine-driver, proves, to the satisfaction of the Local Government which granted his certificate, that he has without fault on his part, lost or been deprived of it, a copy of the certificate to which, by the record kept as provided by law, he appears to be entitled shall be granted to him, and shall have all the effect of the original.

Power to make rules as to grant of inland certificates of competency or service.

362. The Governor General in Council may make rules to regulate the granting of inland certificates of competency under this chapter, and may by such rules—

(*a*) provide for the conduct of the examination of persons desirous of obtaining inland certificates of competency as masters, or serangs, or as engineers or engine-drivers ;

(*b*) prescribe the qualifications to be respectively required of persons desirous of obtaining first-class master's certificates, second-class master's certificates, serangs' certificates, engineers' certificates, first-class engine-drivers' certificates, or second-class engine-drivers' certificates ;

(*c*) fix fees to be paid by all applicants for examination ; and

(*d*) prescribe the form in which such certificates are to be framed, and the manner in which the copy of the certificate which is kept by the Local Government is to be recorded.

(2) The Governor General in Council may also make rules with respect to the grant of inland certificates of service under this chapter, and may by such rules—

(*e*) fix the fees to be paid for such certificates, and

(*f*) prescribe the form in which such certificates are to be framed, and the manner in which the copy of the certificate which is kept by the Local Government is to be recorded.

CHAPTER XXXIX.

INLAND STEAM-SHIPS REQUIRED TO CARRY CERTIFICATED OFFICERS.

363. (1) For the purposes of this chapter,—

Meaning of "higher grade."

(*a*) each of the following certificates shall be deemed to be of a higher grade than those mentioned after it—

(*i*) Board of Trade Colonial or local certificate as master,

(*ii*) inland certificate as first-class master,

(*iii*) inland certificate as second-class master,

(*iv*) inland certificate as serang ; and

(*b*) each of the following certificates shall be deemed to be of a higher grade than those mentioned after it—

(*i*) Board of Trade, Colonial or local certificate as engineer ;

(*ii*) inland certificate as engineer ;

(*iii*) local certificate as engine-driver ;

(*iv*) inland certificate as first-class engine-driver ;

(*v*) inland certificate as second-class engine-driver.

Nature of certificates necessary in case of different inland steam-ships.

364. (1) An inland steam-ship having engines of eighty nominal horse-power or upwards shall not proceed on any voyage unless she has,—

(*a*) as her master, a person possessing an inland certificate as first-class master or a certificate of the higher grade, and

(*b*) as her engineer, a person possessing an inland certificate as engineer or a certificate of the higher grade.

(2) An inland steam-ship having engines of thirty nominal horse-power or upwards, but of less than eighty nominal horse-power, shall not proceed on any voyage unless she has,—

(*a*) as her master, a person possessing an inland certificate as second-class master or a certificate of a higher grade, and

(*b*) as her engineer, a person possessing an inland certificate as first-class engine-driver or a certificate of a higher grade :

Provided that an inland steam-ship shall be deemed to have complied with this sub-section if she has as her master and engineer a person possessing both an inland certificate as second-class master (or a certificate of a higher grade) and an inland certificate as first-class engine-driver (or a certificate of a higher grade).

(3) An inland steam-ship having engines of less than thirty nominal horse-power shall not proceed on any voyage unless she has,—

(*a*) as her master, a person possessing an inland certificate as serang or a certificate of a higher grade, and

(*b*) as her engineer, a person possessing an inland certificate as second-class engine-driver or a certificate of a higher grade

Provided that an inland steam-ship shall be deemed to have complied with this sub-section if she has as her master and engineer a person possessing both an inland certificate as serang (or a certificate of a higher grade) and an inland certificate as second-class engine-driver (or a certificate of a higher grade).

(4) Notwithstanding anything in sub-section (1), sub-section (2) or sub-section (3), the Local Government may, by general or special order, direct that a person possessing—

(*a*) a Board of Trade, Colonial or local certificate as master, or

(*b*) a Board of Trade, Colonial or local certificate as engineer,

shall not act as master or engineer, as the case may be, of an inland steam-ship unless he also possesses, in the case of a master, such an inland certificate as master or serang as qualifies him under this section to act as master of the ship, or, in the case of an engineer, such an inland certificate as engineer or engine-driver as qualifies him under this section to act as engineer of the ship :

Provided that, for the purposes of this sub-section, the Local Government may, in its discretion, grant, without examination an inland

certificate of competency as master, serang, engineer or engine-driver and that a certificate of competency so granted without examination shall have the same effect as a certificate of competency granted under section 358 after examination.

Penalty for serving, or engaging a person to serve, as master, engineer or engine-driver without a certificate.

365. (*a*) If any person who has been engaged to serve as master, serang, engineer or engine-driver of an inland steam-ship prooceeds on any voyage in that steam-ship as master, serang, engineer or engine-driver, as the case may be, without being at the time entitled to, and possessed of, the certificate required by section 364, and

(*b*) If any person employs any person as a master, serang, engineer or engine-driver of an inland steam-ship without ascertaining that he is at the time entitled to, and possessed of, the master's, serang's, engineer's or engine-driver's certificate, as the case may be, required by section 364,

he shall be punished with fine which may extend to five hundred rupees.

CHAPTER XL.

SUSPENSION AND CANCELLATION OF CERTIFICATES OF MASTERS, SERANGS, ENGINEERS AND ENGINE-DRIVERS, AND GRANT OF NEW CERTIFICATES.

Power for Local Government to suspend or cancel inland certificates.

366. An inland certificate granted to a master, serang, engineer or engine-driver may be suspended or cancelled, either by the Local Government which granted the same or by any other Local Government, in any of the following cases, that is to say :—

(*a*) if, on any investigation made under Chapter XLIII, the Court reports that the wreck or abandonment of, or loss or damage to, any inland steam-ship, or loss of life, has been caused by his wrongful act or default, or that he is incompetent, or has been guilty of any gross act of drunkenness, tyranny or other misconduct;

(*b*) if he is proved to have been convicted of any non-bailable offence

(*c*) if, in the case of a second-class master, a serang, or an engine-driver, the master, serang, or engine-driver is or has become, in the opinion of the Local Government, unfit to act as a second-class master, serang or engine-driver, as the case may be

Provided that, in any case in which an investigation has been made into a charge against any master, serang, engineer or engine-driver a certificate shall not be suspended or cancelled under clause (*a*) of this

section unless the Local Government is satisfied that the holder of the certificate has been furnished before the commencement of the investigation with the copy of the report or statement required by section 393 or section 394, as the case may be.

Obligation to deliver up certificate on suspension or cancellation.

367. Every master, serang, engineer or engine-driver whose certificate has been suspended or cancelled under section 366 shall deliver the certificate to such person as the Local Government which suspended or cancelled it may direct, and in default of so doing shall be punished with fine which may extend to five hundred rupees.

Report to other Local Governments.

368. If the Local Government which suspends or cancels a certificate under section 366 is not the Local Government which granted the certficate, the Local Government so suspending or cancelling the certificate shall report the proceedings, and the fact of suspension or cancellation, to the Local Government which granted the certificate.

Power to revoke suspension or cancellation and to grant new inland certificate.

369. (1) Any Local Government, may, at any time, revoke any order of suspension or cancellation, which it may have made under section 366 or grant without examination, to any person whose certificate it has so cancelled, a new inland certificate of the same or of any lower grade.

(2) A certificate so granted shall have the same effect as if it had been granted after examination.

CHAPTER XLI

SURVEY OF INLAND STEAM-SHIPS.

Inland steam-ship not to proceed on voyage without a certficate of survey.

370. (1) An inland steam-ship shall not proceed on any voyage unless she has a certificate of survey under this chapter in force and applicable to the voyage on which she is about to proceed, or the service on which she is about to be employed.

(2) If any inland steam-ship proceeds on a voyage in contravention of sub-section (1), the owner and master of the steam-ship shall each be punished with fine which may extend to one thousand rupees.

(3) If the master or any other officer on board of an inland steam-ship which proceeds on a voyage in contravention of sub-section (1) is a licensed pilot, he shall liable to have his license as a pilot suspended for any period, or cancelled, by the Local Government, as the Local Government may see fit to order.

(4) Nothing in this section shall apply to any inland steam-ship proceeding on a voyage during the interval between the time at which her certificate under this chapter expires and the time at which it is first practicable to have the certificate renewed.

Appointment of surveyors and places of survey.

371. (1) The Local Government may appoint so many persons as it may think fit to be surveyors for the purposes of this chapter at such places within the territories under its administration as it may appoint to be places of survey.

(2) Every surveyor appointed under this section may be suspended or removed by the Local Government which appointed him.

Powers of surveyors.

372. (1) For the purposes of a survey under this chapter, any surveyor appointed under this chapter may, at any reasonable time, go on board any inland steam-ship, and may inspect the same or any part thereof, or the machinery, equipments or articles on board thereof:

Provided that he does not unnecessarily hinder the loading or unloading of the steam-ship, or unnecessarily detain or delay her from proceeding on any voyage.

(2) The owner, master and officers of the steam-ship shall afford to the surveyor all reasonable facilities for a survey, and all such information respecting the steam-ship, and her machinery and equipments, or any part thereof, respectively, as he may reasonably require.

Fees in respect of surveys.

373. Before a survey under this chapter is commenced, the owner or master of the steam-ship to be surveyed shall pay to such officer as the Local Government may appoint in this behalf—

(*a*) a fee calculated on the tonnage of the steam-ship according to the rates in Schedule IX, or according to any other prescribed rates; and

(*b*) when the survey is to be be made in any place of survey other than Calcutta, Madras, Bombay or Rangoon, such additional fee in respect of the expense (if any) of the journey of the surveyor to the place as the Local Government may, by notification in the official Gazette, direct.

Declaration of surveyor.

374. When a survey under this chapter is completed, the surveyor making it shall forthwith, if satisfied that he can with propriety do so, give to the owner or master of the steam-ship surveyed a declaration in the prescribed form containing the following particulars, namely:—

(*a*) that the hull and machinery of the steam-ship are sufficient for the service intended and in good condition;

(*b*) that the equipments of the steam-ship and the certificates of the master or serang and engineer or engine-driver are such and in such condition as are required by any law for the time being in force and applicable to the steam-ship;

(*c*) the time (if less than one year) for which the hull, machinery and equipments of the steam-ship will be sufficient;

(*d*) the limit (if any) beyond which, as regards the hull, machinery or equipments, the steam-ship is, in the surveyor's judgment, not fit to ply;

(*e*) the number of passengers (if any) which the steam-ship is, in the judgment of the surveyor, fit to carry, distinguishing,

if necessary, between the respective numbers to be carried on the deck and in the cabins and in different parts of the deck and cabins ; the number to be subject to such conditions and variations, according to the time of year, the nature of the voyage, the cargo carried, or other circumstances, as the case may require ; and.

(*f*) any other prescribed particulars.

Sending of declaration by owner or master to Local Government.

375. (1) The owner or master to whom a declaration is given under section 374 shall, within fourteen days after the date of the receipt thereof, send the declaration to such officer as the Local Government may appoint in this behalf.

(2) If he fails to do so, he shall forfeit a sum not exceeding five rupees for every day during which the sending of the declaration is delayed.

(3) The owner or master shall pay the sum so forfeited on the delivery of the certificate of survey.

Grant of certificate of survey.

376 (1) Upon receipt of a declaration by the officer appointed in this behalf under section 375, the Local Government shall, if satisfied that the provisions of this chapter have been complied with, cause a certificate in duplicate a to be prepared and delivered, through such officer at the place at which the steam-ship was surveyed as the Local Government may appoint in this behalf to the owner or master of the steam-ship surveyed on his applying and paying the sum (if any) mentioned in section 375, sub-section (3), as payable on delivery of a certificate.

(2) A certificate granted under this section shall be in the prescribed form ; shall contain a statement to the effect that the provisions of this chapter with respect to the survey of the steam-ship and the transmission of the declaration in respect thereof have been complied with ; and shall set forth—

(*a*) the particulars concerning the steam-ship which clauses (), (*d*) and (*e*) of section 374 require the declaration by the surveyor to contain, and

(*b*) any other prescribed particulars.

(3) When a certificate is ready for delivery under this section, the Local Government shall cause notice thereof to be given by post or otherwise to the owner or master of the steamship to which the certificate relates.

(4) The Local Government may delegate,—

(*c*) with the previous sanction of the Governor General in Council, to any person, by name or as holding an office, the function, assigned to the Local Government by sub-section (1), of granting a certficate of survey under that sub-section ;

(*d*) of its own authority to any person, by name or as holding an office, the function, assigned to the Local Government by sub-section (3), of causing notice to be given of a certificate of survey being ready for delivery :

Provided, with respect to clause (*c*) of this sub-section, that no delegation of the function mentioned in that clause shall be construed to authorise the grant of a certificate of survey by the surveyor who gave the declaration of survey under section 374.

Certificate of survey to be affixed on conspicuous part of steam-ship.

377. (1) The owner or master of every steam-ship for which a certificate of survey has been granted under this chapter shall forthwith, on the receipt of the certificate, cause one of the duplicates thereof to be affixed, and kept affixed so long as the certificate remains in force and the steam-ship is in use, on some conspicuous part of the steam-ship where it may be easily read by all persons on board thereof.

(2) If the certificate is not so kept affixed, the owner and master of the steam-ship shall each be punished with fine which may extend to one hundred rupees.

Term of certificate of survey.

378. A certificate of survey granted under this chapter shall not be in force—

(*a*) After the expiration of one year from the date thereof ; or

(*b*) After the expiration of the period, if less than one year, for which the hull, boilers, engines, or any of the equipments have been stated in the certificate to be sufficient ; or

(*c*) after notice has been given by the Local Government, to the owner or master of the steam-ship to which the certificate relates, that the Local Government has suspended or cancelled it.

Suspension or cancellation of certificate of survey by Local Government.

379. Any certificate of survey granted under this chapter may be suspended or cancelled by a Local Government if it has reason to believe—

(*a*) that the declaration by the surveyor of the sufficiency and good condition of the hull, boilers, engines or any of the equipments of the steam-ship has been fraudulently or erroneously made ; or

(*b*) that the certificate has otherwise been granted upon false or erroneous information ; or

(*c*) that, since the making of the declaration, the hull, boilers, engines or any of the equipments of the steam-ship have sustained any injury, or have otherwise become insufficient.

Power to require delivery of expired, suspended or cancelled certificate of survey.

380. (1) The Local Government may require any certificate of survey granted under this chapter which has expired or has been suspended or cancelled to be delivered up to such person as it may direct.

(2) If the owner or master of an inland steam-ship, without reasonable cause, neglects or refuses to deliver up a certificate when required under sub-section (1) so to do, he shall be punished with fine which may extend to one hundred rupees.

Repot of suspension or cancellation of certain certificates

381. If the Local Government which suspends or cancels a certificate of survey granted under this chapter is not the Local Government which or whose delegate granted the certificate, the Local Government suspending or cancelling the certificate shall report the fact of suspension or cancellation, together with the reasons therefor, to the Local Government which or whose delegate granted the certificate.

Power for Local Government to direct that two surveyors be employed.

382. A survey under this chapter shall ordinarily be made by one surveyor, but two surveyors may be employed if the Local Government, by order in writing, shall so direct, either generally in the case of all steam-ships at any place of survey, or specially in the case of any particular steam-ship or class of steam-ships at any such place.

Power for Local Government to order a second survey.

383. (1) If the surveyor or surveyors making a survey under this chapter refuses or refuse to give a declaration under section 374 with regard to any steam-ship, or gives or give a declaration with which the owner or master of the steam-ship surveyed is dissatisfied, the Local Government may, on the application of the owner or master and the payment by him of such fee, not exceeding twice the amount of the fee for the previous survey, as the Local Government may require, direct two other surveyors apppointed under this chapter to survey the steam-ship.

(2) The surveyors so directed shall forthwith survey the steam-ship, and may, after the survey, either refuse to give a declaration or give such declaration as may under the circumstances seem to them proper; and their decision shall be final.

Division of duties when two surveyors employed.

384. when a survey is made under section 382 or section 383 by two surveyors, each of the surveyors making the survey shall perform a prescribed portion of the duties assigned by this chapter or the rules made under this chapter to a survey or making a survey.

Power to make rules.

385. (1) The Local Government may make rules to regulate the making of surveys under the chapter.

(2) Rules under this section may, among other matters,—

(*a*) declare the times and places at which and the manner in which surveys are to be made;

(*b*) regulate the duties of the surveyor making a survey, and, where two surveyors are employed, assign the respective duties of each of the surveyors employed;

(*c*) declare the form in which the declarations of surveyors and certificates of survey under this chapter are to be framed, and the nature of the particulars which are to be stated therein, respectively ;

(*d*) fix the rates according to which the fees payable in respect of surveys are to be calculated in the case of all or any of the places of survey within the territories under its administration and :

(*e*) define the cases in, and the extent to, which under ordinary circumstances a survey may be dispensed with before the grant of a new certificate.

CHAPTER XLII.

PROTECTION OF INLAND STEAM-SHIPS FROM DANGER BY FIRE.

Power to declare dangerous goods.

386. The Governor General in Council may, by notification in the Gazette of India, declare what shall be deemed to be, for the purposes of this chapter, dangerous goods.

Carriage of dangerous goods.

387. (1) No person shall take with him on board an inland steam-ship, or deliver or tender for carriage on an inland steam-ship, any dangerous goods without giving notice of their nature to the the owner or master or steam ship, or, in the case of goods delivered or tendered for carraige, without distiuctly marking their nature on the outside of the package containing the goods.

(2) If any person, in contravention of sub-section (1) takes with him on board any inland steam-ship any dangerous goods, or delivers or tenders any such goods for the purpose of being carried on any inland steam-ship, he shall be punished with fine which may extend to two hundred rupees, and the goods shall be forfeited to Her Majesty.

(3) The owner or master of any inland steam-ship may refuse to carry thereon any luggage or parcel which he suspects to contain dangerous goods and may require the luggage or parcel to be opened to ascertain the fact previously to carrying the same ; and in case any such luggage or parcel is received for the purpose of being carried in any inland steam-ship the owner or master of the steam-ship may stop the transit thereof until he satisfied as to the nature of its contents.

Power to throw overboard dangerous goods.

388. Where any dangerous goods have been sent or brought on board any island steam-ship in contravention of section 387, the owner or master of the steam-ship may, if he thinks fit, cause the goods to be thrown overboard, together with any package or receptacle in which they are contained ; and neither the owner nor the master shall in respect of his having so thrown the goods overboard, be subject to any liability, civil or criminal in any Court.

Power to make rules for protection of inland steam-ships from danger by explosion or fire.

389 (1) The Local Government may make rules for the protection of inland steam-ships from danger by explosion or fire.

(2) Rules under this section may provide for the following among other matters, that is to say:—

(*a*) the conditions on, and subject to which dangerous goods may be carried on board inland steam-ships;

(*b*) the precautions to be taken to prevent explosions or fires on board inland steam-ships; and

(*c*) the apparatus for the purpose of extinguishing fires which is to be kept on board inland steam-ships.

(3) Rules under this section may contain a provision that any person committing a breach of any such rule shall be punished with imprisonment for a term which may extend to six months or with fine which may extend to five hundred rupees, or with both.

CHAPTER XLIII.

INVESTIGATIONS INTO CASUALTIES AND CHARGES AGAINST MASTERS, SERANGS, ENGINEERS AND ENGINE DRIVERS.

Report of casualties to be made to Local Government.

390. (1) Whenever—

(*a*) any inland steam-ship has been wrecked, abandoned or materially damaged, or

(*b*) by reason of any casualty happening to, or on board of, any inland steam-ship, loss of life has ensued, or

(*c*) any inland steam-ship has caused loss or material damage to any other ship,

the master or serang of the steam-ship shall forthwith give notice of the wreck, abandonment, damage, casualty or loss to the officer in charge of the nearest police-station.

(2) if any master or serang wilfully fails to give such notice, he shall be punished with fine which may extend to five hundred rupees.

Power for Local Government to appoint special Courts of Investigation.

391. (1) If in any case a formal investigation into the facts referred to in section 390 appears to the Local Government to be requisite or expedient, the Local Government may appoint a special Court, consisting of not less than two nor more than four persons, and direct the Court to make the investigation, and may fix the place for making the same.

(2) One of the members of the Court shall be a Magistrate; another shall be some person conversant with maritime affairs or the navigation of inland steam-ships; and the other or others (if any) shall be conversant with either maritime or mercantile affairs or the navigation of inland steam-ships.

Power for Criminal Courts to hold investigations into casualties when so directed.

392. Any principal Court of ordinary criminal jurisdiction, or the Court of any District Magistrate may, when so directed by the Local Government, make the investigation referred to in section 391.

Power for Court of Investigation to inquire into charges against masters, serangs, engineers and engine-drivers.

393. (1) Any Court making an investigation referred to in section 391 may inquire into any charge of incompetency or misconduct arising in the course of the investigation against any master, serang, engineer or engine-driver, as well as into any charge of a wrongful act or default on his part causing any wreck, abandonment, damage, casualty or loss referred to in section 390.

(2) In every case in which any such charge, whether of incompetency or misconduct, or of a wrongful act or default as aforesaid, arises against any master, serang, engineer or engine-driver in the course of an investigation, the Court shall, before the commencement of the inquiry into the charge, cause to be furnished to him a copy of the report or statement of the case upon which the investigation has been directed.

Power for Local Government to direct independent investigation into charge of incompetency or misconduct.

394. (1) If the Local Government has reason to believe that there are grounds for charging any master, serang, engineer or engine-driver of an inland steamship with incompetency or misconduct, otherwise than in the course of an investigation referred to section 391, it may send a statement of the case to—

(*a*) any Court mentioned in section 392, or

(*b*) the Court of any Presidency Magistrate or Magistrate of the first class,

at or nearest to the place at which it may be convenient for the parties and witnesses to attend, and may direct the Court to make an investigation into the charge.

(2) Before commencing the investigation, the Court shall cause the master, serang, engineer or engine-driver so charged to be furnished with a copy of the statement sent by the Local Government.

Person accused to be heard.

395. For the purpose of an investigation under the foregoing provisions of this chapter into any charge against a master, serang, engineer or engine-driver, the Court may summon him to appear, and shall give him full opportunity of making a defence, either in person or otherwise.

Assessors.

396. (1) When any investigation under the foregoing provisions of this chapter involves, or appears likely to involve, any question as to the suspension or cancellation of the certificate of a master, serang engineer or engine-driver, the Court making the investigation shall constitute as its assessors, for the purposes of the investigation, two persons having experience in the merchant service or in the navigation of inland steam-ships; and in every other investigation under the said provisions the Court making it may, if it thinks fit, constitute as its

assessor, for the purposes of the investigation, any person conversant with maritime affairs or the navigation of inland steam-ships and willing to act as assessor.

(2) Every assessor shall attend during the investigation and deliver his opinion in writing, to be recorded on the proceedings. But the exercise of all powers conferred on the Court by this Act shall rest with the Court.

Powers of Court as to evidence and regulation of proceedings.

397. For the purposes of any investigation under the foregoing provisions of this chapter, the Court making the investigation so far as relates to compelling the attendance and examination of witnesses and the production of documents and the regulation of the proceedings, shall have—

(*a*) if the Court is a special Court—the same powers as are exercisable by the principal Court of ordinary criminal jurisdiction for the place at which the investigation is made;

(*b*) if the Court is a principal Court of ordinary criminal jurisdiction, or a Court of a District Magistrate, Presidency Magistrate or Magistrate of the first class—the same powers as are exercisable respectively by that Court in the exercise of its criminal jurisdiction.

Power to arrest witnesses and cause entry and detention of ships.

398. (1) If any Court making an investigation under the foregoing provisions of this chapter thinks it necessary for obtaining evidence that any person should be arrested, it may issue a warrant for his arrest, and may, for the purpose of effecting the arrest, authorise any officer (subject, nevertheless, to any general or special instructions from the Local Government) to enter any ship.

(2) Any officer so authorised may, for the purpose of enforcing the entry, call to his aid any officers of Police or Customs, or any other persons, and may seize and detain the ship for such time as is reasonably necessary to effect the arrest.

(3) No person shall be detained by virtue of this section for more than forty-eight hours.

Power to commit for trial and bind over witnesses.

399. (1) Whenever, in the course of any investigation under the foregoing provisions of this chapter, it appears that any person has committed, within the jurisdiction of any Court in British India, an offence punishable under any law in force in British India, the Court making the investigation may (subject to such rules consistent with this Part as the High Court may, from time to time, make) cause him to be arrested, or commit him or hold him to bail to take his trial before the proper Court; and may bind over any person to give evidence at the trial, and may, for the purposes of this section, exercise all the Powers of a Magistrate of the first class or of a Presidency Magistrate.

(2) For the purposes of this section the Recorder of Rangoon shall, throughout Lower Burma, be deemed to be the High Court.

Report by Court to Local Government.

400. The Court shall, in the case of every investigation under the foregoing provisions of this chapter, transmit to the Local Government a full report of the conclusions at which it has arrived, together with the evidence.

Re-hearing.

401. (1) Where an investigation into a casualty, or into the conduct of a master, serang, engineer or engine-driver, has been held under this chapter, the Local Government may, in any case,

and shall, if new and important evidence which could not be produced at the investigation has been discovered or if for any other reason there has, in its opinion, been ground for suspecting a miscarriage of justice

order that the case be re-heard, either generally or as to any part thereof.

(2) Where a re-hearing is ordered on the ground that new and important evidence as aforesaid has been discovered, the case shall be re-heard by the Court by which it was heard in the first instance; and, where a re-hearing is ordered on any other ground, the case shall be re-heard by a principal Court of ordinary criminal jurisdiction.

(3) The provisions of section 393, section 394, sub-section (2), and sections 395 to 400 (both inclusive) shall apply in the case of every re-hearing ordered under this section.

Investigations into Explosions on Inland Steam-ships.

Power to investigate causes of explosions on board inland steam-ships.

402. (1) Whenever any explosion occurs on board any inland steam-ship, the Local Government may, if it thinks fit, direct that an investigation into the cause of the explosion be made by such person or persons as it may think fit.

(2) The person or persons so directed may enter into and upon the steam-ship, with all necessary workmen and labourers, and remove any portion of the steamship or of the machinery thereof, for the purpose of the investigation, and shall report to the Local Government what, in his or their opinion, was the cause of the explosion.

CHAPTER XLIV.

Carriage of Passengers.

Penalty for having excessive number of passengers on board.

403. If any inland steam-ship has on board thereof, or on or in any part thereof, a number of passengers which is greater than the number of passengers set forth in the certificate of survey as the number which the steam-ship or the part thereof is, in the judgment of the surveyor, fit to carry, the owner and master shall, for every passenger over and above that number, be each punished with fine which may extend to ten rupees.

Power to make rules to regulate the carriage of passengers.

404. (1) The Local Government may make rules to regulate the carriage of passengers in inland steam-ships.

(2) Rules under this section may provide for the following among other matters, that is to say :—

(*a*) the cases in which passengers may be refused admission to, or may be required to leave, inland steam-ships ;

(*b*) the payment of fares and the exhibition of tickets or receipts (if any) showing the payment of their fares by passengers in inland steam-ships ; and

(*c*) the regulation generally of the conduct of passengers in inland steam-ships.

(3) Rules under this section may contain a provision that any person committing a breach of any such rule shall be punished with fine which may extend to twenty rupees.

(4) The master or serang or any other officer of an inland steam-ship, and any person called by him to his assistance, may arrest any person who has committed a breach of any rule made under this section, and whose name and address are unknown to the master or serang or other officer.

(5) The procedure prescribed by section 59 of the Code of Criminal Procedure, 1882, in the case of arrest by private persons shall apply to every arrest under this section.

Power to make rules for protection of passengers.

405. (1) The Local Government may also make rules for the protection of passengers, in inland steam-ships and may by such rules require, among other matters—

(*a*) that a sufficient quantity of fresh water be provided free of charge in such steam-ships for the use of passengers, and

(*b*) that the prices of passenger-tickets be printed or otherwise denoted on such tickets.

(2) Rules under this section may contain a provision that any owner, master or serang or passenger committing a breach of any such rule shall be punished with fine which may extend to fifty rupees.

CHAPTER XLV.

MISCELLANEOUS.

Penalty for misconduct endangering inland steam-ship, life or limb.

406. If any person employed or engaged in any capacity on board an inland steam-ship, by wilful breach of duty, or by neglect of duty, or by reason of drunkenness,

(*a*) does any act tending to the immediate wreck, destruction or material damage of the ship, or tending immediately to endanger the life or limb of any person belonging, to, or on board, the ship, or

(*b*) refuses or omits to do any lawful act proper and requisite to be done by him for preserving the ship from immediate wreck, destruction or material damage, or for preserving any person belonging to, or on board of, the ship from immediate danger to life or limb,

he shall be punished with fine which may extend to one thousand rupees, or with imprisonment for a term which may extend to two years, or with both.

Certificate masters of inland steam-ships to be deemed pilots under Ports Acts.

407. Every master of an inland steam-ship who possesses an inland certificate as master duly granted and then in force shall, in ports to which section 31 of the Indian Ports Act, 1889, has been extended, be deemed, for the purposes of that section, to be the pilot of the steam-ship of which he is in charge.

(2) Nothing in this section shall be deemed to affect the provisions of Bombay Act I of 1863 which require persons in charge of vessels passing through any of the channels or tidal channels at the mouths of the river Indus to pay fees for pilotage.

Certain persons to be deemed "public servants."

408. The following persons shall be deemed to be public servants within the meaning of the Indian Penal Code, namely :—

(*a*) every surveyor appointed under section 371,

(*b*) every officer authorised under section 398, sub-section (1), to enter a ship, and all persons whom he calls to his aid, and

(*c*) every person making an investigation under section 402.

Provisions with respect to rules.

409. (1) The power to make rules under this Part is subject (except in the case of rules made under section 362) to the condition of the rules being made after previous publication in such manner as the Governor General in Council may direct.

(2) A rule made by a Local Government under this Part shall not take effect until it has been sanctioned by the Governor General in Council and published in the local official Gazette.

(3) A rule made by the Governor General in Council under this Part shall not take effect until it has been published in the "Gazette of India."

(4) The publication in the Gazette of a rule purporting to be made under this Part shall be conclusive proof that the rule has been duly made and sanctioned.

(5) Any rule under this Part may be cancelled or varied by the authority by whom it was made.

Jurisdiction of Magistrates.

410. Except in the case of offences against rules made under section 404, no Magistrate shall try any offence against this Part or any rule thereunder unless he is a Presidency Magistrate or a Magistrate whose powers are not less than those of a Magistrate of the first class.

Place of trial.

411. Any person committing an offence against this Part or any rule thereunder shall be triable for the offence, in any place in which he may be or

which the Local Government may, by notification in the official Gazette, direct in this behalf, or in any other place in which he might be tried under any other law for the time being in force.

Deposition of absent witness.

412. (1) Whenever, in the course of any trial referred to in section 399, the testimony of any witness is required in relation to the subject-matter,

and the person accused, after being allowed a reasonable opportunity for so doing does not produce the witness before the Court,

any deposition previously made by the witness in relation to the same subject-matter before any Court making an investigation under Chapter XLIII shall be admissible in evidence—

(*a*) if the deposition is authenticated by the signature of the Magistrate, or of the presiding officer of the Court, before whom it was made, and

(*b*) on proof that it was made in the presence of the person accused and that he had an opportunity, by himself or his agent of cross-examining the witness :

Provided that, where such cross-examination has taken place, it shall be recorded as part of the deposition.

(2) A certificate by the Magistrate or presiding Judge that the deposition was made in the presence of the accused, and that he had an opportunity of cross-examining the witness, shall, unless the contrary be proved, be sufficient evidence that it was so made and that he had that opportunity.

Distress of inland steam-ship.

413. Where the owner or master of an inland steam-ship is convicted of an offence against this Part or the rules thereunder committed on board of, or in relation to, that steam-ship, and sentenced to pay a fine,

the Magistrate may, in addition to any other power he may have for the purpose of compelling payment of the fine, by warrant direct the amount remaining unpaid to be levied by distress and sale of the ship and the tackle, apparel and furniture thereof.

Fees recoverable as fines.

414. All fees payable under this Part may, be recovered as fines under this Part.

Application of fines.

415. A Magistrate imposing a fine under this Part may, if he thinks fit, direct the whole or any part thereof to be applied in compensating any person for any detriment which he may have sustained by the act or default in respect of which the fine is imposed, or in or towards payment of the expenses of the prosecution.

SCHEDULE I.

ENACTMENTS REPEALED.

PART A.

(*See Section* 2.)

Acts of the Governor General in Council.

1	2	3
Number and year.	Subject or title.	Extent of repeal.
XIII of 1856 ...	Bombay Town Police.	Section 54.
I of 1859.....	Merchant Seamen	The whole, so far as it has not been repealed.
IX of 1874	European Vagrancy Act, 1874.	In section 31 the words "and whenever a sailor of European extraction not being a British subject is discharged from his ship in any British Indian port," the words " or discharge from his ship," and the words " or, in the case of a sailor, the person who is at the date of discharge the owner or agent of the ship from which the sailor has been so discharged."
XV of 1874.....	Laws Local Extent Act, 1874.	The first schedule, so far as it relates to Act 1 of 1859.
XIII of 1876 ...	Indian Merchant Seamen's Act, 1876.	The whole.
IX of 1879	Burma Coast-lights Act, 1879.	The whole, so far as it has not been repealed.
VII of 1880 ...	Indian Merchant Shipping Act, 1880.	The whole, so far as it has not been repealed.
V of 1883	Indian Merchant Shipping Act, 1883.	The whole, except section 38.
VI of 1884 ...	Inland Steam-vessels Act, 1884.	The whole, so far as it has not been repealed.
VII of 1884 ...	Indian Steam-ships Act, 1884.	The whole, so far as it has not been repealed.
XII of 1885 ...	Indian Sea Passengers, Act, 1885.	The whole so far as it has not been repealed.
X of 1887	Native Passenger Ships Act, 1887.	The whole.
III of 1890.....	An Act to amend Acts VI and VII of 1884.	The whole, so far as it has not been repealed.
VI of 1891	An Act to amend certain Acts respecting Indian Merchant Shipping.	The whole, so far as it has not been repealed.

SCHEDULE I—*continued.*

ENACTMENTS REPEALED—*continued.*

1	2	3
Number and year.	Subject or title.	Extent of repeal.
XII of 1891.....	Repealing and Amending Act, 1891.	The second schedule, so far as it relates to Acts I of 1859, XIII of 1876, VII of 1880, V of 1883, VI of 1884 and III of 1890.
XIII of 1891 ...	An Act to amend the Inland Steam-vessel Act, 1884.	The whole.
XVII of 1891 ...	Deck and Load Lines Act, 1891.	The whole.
	Act of the Governor of Fort St. George in Council.	
III of 1888.....	Madras City Police, Act, 1888.	Section 70.
	Act of the Governor of Bombay in Council.	
II of 1864	An Act to provide for the periodical survey of steam-vessels in the ports, harbours, rivers or waters of the Presidency of Bombay.	Section 15.
	Act of the Lieutenant-Governor of Bengal in Council.	
IV of 1866	Calcutta Police Act, 1866.	Section 42.

PART B.

(*See Section* 7.)

Acts of the Governor General in Council.

XIX of 1838 ...	Coasting-vessels (Bombay).	The whole, so far as it has not been repealed.
X of 1841	Registration of Ships.	In the title, the words, "belonging to ports within the territories under the Government of the East India Company or" and the words "under a proclamation of the Governor-General of India in Council made."

PART B—*continued.*

1	2	3
Number and year.	Subject or title.	Extent of repeal.
X of 1841 ...	Registration of Ships.	In the preamble, the words from "that it shall be lawful" to "the same statute" (both inclusive,) the words "be deemed British ships, or," the words "under such proclamation as aforesaid" and the words and figures from "no ship or vessel shall be deemed a British ship under such proclamation as aforesaid" to the end. Sections 2 to 12 (both inclusive) and 14 to 23 (both inclusive), so far as they have not been repealed. In section 25, the words "certificate or" and the words "registering or." Section 26. In section 27 (inserted by Act VII of 1891, section 9), the words "Local Governments of India" and "Government of the Presidency". The proclamation appended to the Act. The schedule.
XI of 1850	An Act to amend Act X of 1841.	In section 3, the words and figures "owned by British subjects, entitled to registry under Act X of 1841, or, the words "be registered, and the words "and the tonnage may be marked." Section 4.
XV of 1874.....	Laws Local Extent Act, 1874.	The third schedule, so far as it relates to Acts XIX of 1838.
V of 1883	Indian Merchant Shipping Act, 1883.	Section 38.
VII of 1891 ...	An Act to amend Act X of 1841.	Section 2 to 7 (both inclusive), so far as they have not been repealed.
XII of 1891 ...	Repealing and Amending Act, 1891.	The second schedule, so far as it relates to Act VII of 1891.

SCHEDULE II.

Certificates granted under Acts repealed by the Inland Steam-vessels Act, 1884, how to be regarded under the Indian Merchant Shipping Act, 1892.

(*See section* 2 (3).)

1	2	3
Certificate granted under Bengal Act VII of 1879 (to provide for the proper management of certain Inland Steam-vessels) to the Commander of an inland steam-vessel.	Inland certificate as first class master.	Chapter XXXVIII.
Certificate of competency or service, granted under the Burmese Steamer Survey Act, or Bombay Act IV of 1873 (an Act to amend Bombay Act No. II of 1864, providing for the periodical survey of Steam-vessels, and to provide for the examination of Engineers of Steam-vessels), or the Steam Boat Survey Amendment Act, 1868, as—		
engineer in the sea service.	Certificate as first class engineer.	Chapter IV.
second engineer in the sea service.	Certificate as second class engineer.	Chapter IV.
engineer in the inland steamer service.	Inland certificate as engineer.	Chapter XXXVIII.
second engineer in the inland steamer service.	Inland certificate as engineer.	Chapter XXXVIII.
engine-driver in the inland steamer service.	Inland certificate as first class engine-driver.	Chapter XXXVIII.

SCHEDULE III.

Maximum Fees for Purposes connected with the Registry of British Ships.

(*See section* 14.)

1. For measurement of tonnage of British ships.

	Tons.	Rs.
For a ship of less than	50	10
„ „ 50 tons and up to	100	15
„ „ 100 „ „	200	20
„ „ 200 „ „	500	30
„ „ 500 „ „	800	40
„ „ 800 „ „	1,200	50
„ „ 1,200 „ „	2,000	60
„ „ 2,000 „ „	3,000	70
„ „ 3,000 „ „	4,000	80
„ „ 4,000 „ „	5,000	90
„ „ 5,000 „ and upwards ...		100

2. For inspection of places in British ships which are occupied by seamen or apprentices engaged under this Act and appropriated to their use.

	Rs.
For each visit to the ship	5

Provided as follows :—

(*a*) the aggregate amount of the fees for any such inspection shall not exceed ten rupees, whatever be the number of separate visits ;

(*b*) when the accommodation is inspected at the same time with the measurement of the tonnage, no separate fee shall be charged for such inspection.

	Rs.	a.
3. For inspection of a register-book	0	8

4. For re-measurement under section 21 of the Merchant Shipping Act, 1854, of a British ship which has been measured under section 22 of that Act—

	Rs.	a.
For each transverse section	5	0

SCHEDULE IV.

(*See section* 22.)

TABLE A.

MAXIMUM FEES PAYABLE UPON ENGAGEMENTS AND DISCHARGES OF SEAMEN EFFECTED BEFORE A SUPERINTENDENT OF A MERCANTILE MARINE OFFICE.

(1) Engagement or discharge of crews—

	Tons.	Rs.	a.
For ships of less than	100	3	0
„ „ 100 tons and up to	200	7	0
„ „ 200 „ „	300	10	0
„ „ 300 „ „	400	12	8
„ „ 400 „ „	500	15	0
„ „ 500 „ „	600	17	8
„ „ 600 „ „	700	20	0
„ „ 700 „ „	800	22	8
„ „ 800 „ „	900	25	0
„ „ 900 „ „	1,000	27	8
„ „ 1,000 „ and upwards		30	0

and so on for ships of larger tonnage, adding, for every one hundred tons above one thousand, two rupees and eight annas.

(2) Engagement or discharge of seamen separately—

One rupee for each seaman.

TABLE B.

MAXIMUM SUMS WHICH MAY BE DEDUCTED FROM WAGES OF SEAMEN BY WAY OF PARTIAL REPAYMENT OF THE FOREGOING FEES.

(1) In respect of engagements and discharges of crews—

Upon each engagement and each discharge—

	Rs.	a.
from wages of any mate, purser, engineer, surgeon, carpenter or steward	0	12
from wages of any other seamen	0	8

(2) In respect of engagements and discharges of seamen separately—

	Rs.	a.
Upon each engagement and each discharge ...	0	8

SCHEDULE V.

(*See section* 191.)

RATES OF FEES PAYABLE IN RESPECT OF SURVEY OF STEAM-SHIPS.

	Tons.	Rs.
For steam-ships of less than	200 ...	... 40
„ „ „ 200 tons and up to	350 ...	... 50
„ „ „ 350 „ „ „	700 ...	... 60
„ „ „ 700 „ „ „	1,000 ...	... 80
„ „ „ 1,000 „ „ „	1,500 ...	... 100
„ „ „ 1,500 „ and upwards	...	... 120

SCHEDULE VI.

DECLARATION BETWEEN THE GOVERNMENT OF THE UNITED KINGDOM OF GREAT BRITAIN AND IRELAND AND THE GOVERNMENT OF THE FRENCH REPUBLIC, WITH REFERENCE TO THE DISPOSAL OF THE PROCEEDS OF WRECKS ON THEIR RESPECTIVE COASTS.

(*See section* 249.)

The Government of Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, Empress of India, and the Government of the French Republic, desiring to regulate by a new Agreement questions relative to the disposal of the proceeds of wrecks on the coasts of the two States, have agreed to replace the Declaration signed at London on the 16th June, 1879, by the following arrangements :—

ARTICLE I.

When any ship belonging to the subjects of one of the two Contracting States is wrecked or stranded on the coast of the other, the competent local authorities shall, with as little delay as possible, bring the fact to the knowledge of the Consul General, Consul, Vice-Consul or Consular Agent nearest to the spot where the wreck or stranding has taken place.

ARTICLE II.

All operations relative to the salvage of British ships which may be wrecked or stranded on the coasts of France shall be directed by the Consuls General, Consuls, Vice-Consuls or Consular Agents of Great Britain, and reciprocally the French Consuls General, Consuls, Vice-Consuls and Consular Agents shall direct all operations relative to the salvage of ships of their nation wrecked or stranded on the coasts of Great Britain.

ARTICLE III.

If the owners of the ship and cargo, or their duly authorized representatives, shall be present and shall claim it, the Consuls General, Consuls, Vice-Consuls and Consular Agents shall hand over to them the conduct of the salvage operations after requiring the deposit of the ship's papers, as well as the re-imbursement of the expenses already defrayed, and a sufficient guarantee for those incurred before the operations were handed over, and which may not have been already settled.

ARTICLE IV.

The intervention of the local authorities shall only take place in the two countries for the purpose of assisting the Consular authority, of maintaining order, of securing the interests of the salvors if they are strangers to the shipwrecked crews, and of assuring the due execution of the arrangements to be carried out for the entry and departure of the merchandise saved.

In the absence, and until the arrival of the Consuls General, Consuls, Vice-Consuls or Consular Agents, the local authorities shall, moreover, take all necessary measures for the protection of the persons and for the preservation of the articles which shall have been saved from the wreck.

This intervention shall not give rise to any charges, with the exception of those with which the salvage operations and the protection of the articles saved shall have rendered necessary, and those to which national ships would, under similar circumstances, be liable. These charges shall be paid according to the circumstances of the case, either by the Agents of the Consular service, or by their owners or their proxies.

In case absence, sickness or any other cause should prevent the Agents of the Consular service from seeing to the operations and the management of the salvage the local authorities who may be charged with the operations and management in question shall be bound to remit to the aforesaid Agents the ship's papers and the net proceeds of the ship and the cargo.

ARTICLE V.

The merchandise and articles saved shall not be liable to any customs-duties, unless they are intended for home consumption, in which case they shall pay the same duties as they would have had to pay if they had been imported in national vessels.

ARTICLE VI.

The stipulations of the present Declaration shall be applicable to all the Colonies and foreign possessions of Her Britannic Majesty, excepting to those hereinafter named, that is to say, except to—

India.
The Dominion of Canada.
Newfoundland.
The Cape.
Natal.
New South Wales.
Victoria.
Queensland.
Tasmania.
South Australia.
Western Australia.
New Zealand.

Provided always that the stipulations of the present Declaration shall be made applicable to any of the above-named Colonies or foreign possessions on whose behalf notice to that effect shall have been given by Her Britannic Majesty's Representative to the French Republic within one year from the date of the signature of the present Declaration.

The stipulations of the present Declaration shall be applicable to all the Colonies and foreign possessions of France.

ARTICLE VII.

The present Declaration shall come into operation three months after the date of its signature, and shall remain in force until the expiration of one year from the day on which either party may give notice of its intention to terminate it.

In witness whereof, the undersigned plenipotentiaries, His Excellency the Earl of Lytton, Ambassador of Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, Empress of India, and His Excellency M. Eugene Spuller, Minister for Foreign Affairs, have signed the present Declaration, and have affixed thereto their seals.

Done at Paris, this twenty-third day of October, 1889.

(LS.) LYTTON.
(LS.) E. SPULLER.

SCHEDULE VII.

FORM OF GOVERNOR'S OR CONSUL'S CERTIFICATE OF EXPENDITURE IN THE CASE OF PASSENGERS SHIPWRECKED, &c.

(*See section* 275.)

I hereby certify that, acting under, and in conformity with, the provisions of Part VI of the Indian Merchant Shipping Act, 1892, I have defrayed the expenses incurred in rescuing, maintaining, supplying with necessary bedding, provisions and stores,* and in forwarding to their destination passengers [including cabin passengers †], who were proceeding from to in the ship which was wrecked at sea, &c. ‡

And I further certify, for the purposes of section 275 of the said Indian Merchant Shipping Act, 1892, that the total amount of such expenses is , and that such expenses were duly incurred by me under Part VI of the said Act.

Given under my hand this day of 189 .
Governor of, &c. (or as the case may be) Her Britannic Majesty's Consul at .

---

* *N. B.*—1. If more passengers were rescued than forwarded, or if bedding, &c., was not supplied, alter the certificate to suit the facts of the case.

† *N. B.*—2. Omit words in brackets when necessary.

‡ *N. B.*—3. State generally the nature of the disaster and where it occurred. But if the passengers were only left behind, without any default of their own, state the fact accordingly.

SCHEDULE VIII.

VOYAGES IN RESPECT OF WHICH COAST-LIGHT DUES ARE PAYABLE.

(*See section* 330.)

1. A voyage to or from Chittagong or any place west of the longitude of Chittagong—

(*a*) from or to any port in Burma ; or

(*b*) from or to any port in the Andaman and Nicobar Islands or any place east of the longitude of Mergui, by a course passing between the northern extremity of the Andaman Islands and the coast of Burma.

2. A voyage to or from any port in Burma—
from or to any other port in Burma,
except voyages between Maulmain and Tavoy, between Maulmain and Mergui, or between Tavoy and Mergui.

3. A voyage to or from Rangoon or any port in Burma west of the longitude of Rangoon—
from or to any place east of the longitude of Mergui.

4. A voyage to or from any port in Burma, other than Tavoy and Mergui,—
from or to any port in the Andaman and Nicobar Islands.

SCHEDULE IX.

RATES OF FEES PAYABLE IN RESPECT OF SURVEY OF INLAND STEAM-SHIPS.

(*See section* 373.)

	Tons.	Rs.
For steam-ships of less than	100	25
„ „ „ 100 tons and up to ...	200	40
„ „ „ 200 „ „ „ ...	300	50
„ „ „ 350 „ „ „ ...	700	60
„ „ „ 700 „ „ „ ...	1,000	80
„ „ „ 1,000 „ „ „ ...	1,500	100
„ „ „ 1,500 „ and upwards ...	...	120

GOVERNMENT OF INDIA.
LEGISLATIVE DEPARTMENT.

NOTE ON THE INDIAN MERCHANT SHIPPING BILL, 1892.

THIS Bill, comprising 415 sections, consolidates 14 entire Acts and portions of 10 other Acts, or, in other words, some 506 entire sections, besides portions of other sections.

2. It carries the process of consolidation as far as seems practicable. There may be some few scattered enactments on the Indian Statute

book which might be included, and which further examination at leisure, or the reports of Local Governments, may bring to light; but at persent it is believed that the Bill comprises all enactments which can properly be included in it. In particular the following may be mentioned as having been designedly excluded :—

(1) so much of Acts X of 1841, XI of 1850 and VII of 1891 as relates to passes for ships of Native States ;

(2) Acts XII of 1859, VI of 1883 and XII of 1883 (Pilots) ;

(3) Act I of 1870 (Quarantine) ;

(4) so much of Act VIII of 1878 (Sea Customs) as relates to shipping ;

(5) Act XVI of 1881 (Fairways) ;

(6) so much of Act XXI of 1883 as relates to shipping ;

(7) Act X of 1889 and Bengal Act III of 1867 (Ports) ;

(8) Act XVI of 1891 (Colonial Courts of Admiralty).

3. There appears to be no power now to re-enact the provisions referred to in clause (1)—see paragraph 21 of this note.

The Acts mentioned in clause (2) are of merely local operation, and there is no necessity for including them in the present Bill, or for reproducing their provisions in the form of a general enactment.

The Acts mentioned in clauses (3) and (5) are in the nature of Ports Acts, and, if dealt with in a general Bill at all, should be consolidated with the Acts mentioned in clause (7).

It would be more convenient to the Customs and Emigration authorities, respectively, to leave the shipping provisions of Acts VIII of 1878 and XXI of 1883 in those Acts than to re-enact them in the present Bill.

It seems best to leave Act XVI of 1891 standing alone on the Statute-book, just as the several Statutes relating to Admiralty jurisdiction are kept apart from the Merchant Shipping Acts in England.

4. The Bill embodies many provisions of the English Merchant Shipping Acts, 1854 to 1892, which have not hitherto been dealt with by Indian legislation, which can (under powers conferred by Parliament) be so dealt with, and which it appears desirable to repeal or re-enact in a Bill, like the present, for consolidating and bringing up to date the Indian Statute law. But, on the other hand, it necessarily leaves outstanding many provisions of those Acts which apply to India and which it is beyond the power of the Indian Legislature to repeal or re-enact. When the present Bill has been passed it would be very desirable to publish a new edition of Pearson's Digest of the Merchant Shipping Law applicable to India, in which all the English Statute law excluded from the Bill should be arranged in a convenient form side by side with cognate clauses of the Bill. A supplement to this volume, containing a collection of all extant rules and orders made under the Merchant Shipping Acts, English and Indian, and in force in India, would be very useful ; and the publication of such a collection has, in fact, long been contemplated.

5. Every endeavour has been used to make the drafting and arrangement of the Bill as clear as possible, having regard to the practical convenience of keeping closely to the English law and to the necessity of keeping within the powers conferred by Parliament.

6. The amendments made by the Bill and the new matter introduced, are, as far as possible, printed in italics, and statements have been prepared showing corresponding clauses of the existing Acts (Indian and English) and the Bill in parallel columns. A statement has also been prepared explaining the abbreviated references in the margin of the Bill to the consolidating Bills of 1867 and 1882 and the Statutes.

7. A full index is attached to the Bill.

PART I.

CHAPTER I

Preliminary.

8. *Section* 2.—Sub-section (2) is an amalgamation of the several saving clauses contained in the Acts which it is proposed to repeal. It will be re-considered before the Bill is passed.

Bengal Act I of 1868, section 9, empowered the Lieutenant-Governor of Bengal to grant certificates of competency as engineer. The Act, with certain other Acts, was repealed by Act VI of 1884, which declared (section 2 (3) that an engineer's certificate granted under any of the Acts repealed should be deemed to be an engineer's certificate granted under Act VI of 1884, or a first class engineer's certificate granted under Act VII of 1884, as the case might be. Under Bengal Act I of 1868, section 9, certificates of different grades were issued, although the section contemplated only one type of certificate; and the Government has been advised that all these certificates, some of which were mere engine-drivers' certificates, must be considered of equal force and effect as a certificate granted to an engineer under Act VI of 1884 or to a first class engineer under Act VII of 1884. This result was never intended, and the object of the amendments printed in italics in section 2 (3) of the Bill is to ensure that engineers' certificates of the lower grades granted under Bengal Act I of 1868 shall have no higher value in future than was originally intended. The amendments also provide for the case of certificates of the lower grades (if any) granted under Bombay Act IV of 1873 or Act XVI of 1871. The Government of Bombay and the Chief Commissioner of Burma should be asked whether the amendments are suitable, having regard to the certificates actually granted under those Acts, as to which the Government of India appears to have no information.

9. *Section* 3, *clauses* (6) *to* (8).—The definitions of "Board of Trade certificate," "Colonial certificate" and "Local certificate" have been inserted to simplify the wording of Chapters V and VI and other portions of the Bill. The two former definitions were framed after reference to the Order in Council dated 9th May, 1891.

10. *Section* 4.—This section is new, and, although probably not needed in India just yet, should find a place in a comprehensive Bill like the present.

11. *Section* 5.—In sub-section (1) the several clauses in the existing Acts, as to exemption of public British ships, which are noted on the margin of the sub-section, have been assimilated and applied to the whole of the Bill.

In sub-section (2) the exemption of ships belonging to foreign Princes or States is confined, so far as regards the provisions of the Bill relating to native passenger-ships and coast-light dues, to ships of war, as in the existing law [Act X of 1887, section 2 (2) (*iii*), and Act IX of 1879, section 1].

So far, however, as regards other provisions of the Bill, the exemption extends to all ships of foreign Princes or States, whether they are ships of war or not, provided they are employed mainly on the public service. In the existing law, all ships belonging to foreign Princes or States are exempted from the provisions of—

(1) Act I of 1859 (see section 114 of the Act),

(2) Chapter VI of Act VII of 1880 (see section 80 of the Act), and

(3) Chapter II of Act V of 1883 (see section 5 of the Act),

while those ships only which are employed mainly on the public service of the Prince or State are exempted from the provisions of Chapter II of Act VII of 1884 (see section 5 (*d*) of the Act). The exempting clauses just mentioned have been given general application in section 5 (2) of the Bill, with the limitation contained in Act VII of 1884, section 5 (*d*). That limitation was made so as to subject to the Indian law as to survey of steam-ships ships of foreign Princes or States which were engaged in trading, *e. g.*, ships belonging to the Sultan of Zanzibar and the ex-King of Burma. The limitation is a desirable one, for there is apparently no sufficient reason why, if ships of foreign Princes or States engage in trade, they should not be subjected to the same law as private foreign ships, whether as to survey or other matters. So far as is at present known, no ships belonging to foreign Princes or States at present engage in trade within Indian limits, but ships belonging to the King of Siam or the Shah of Persia might do so at any time.

In Act I of 1859, section 114, there is a general exemption from the provisions of the preceding sections of ships belonging to the subjects of any foreign Prince or State. In section 4 of the Bill of 1867, and in section 4 of the Bill of 1882, similar clauses were inserted exempting ships of this class from the operation of each Bill, except as specially provided in the later sections. In the present Bill it has been found more convenient to avoid a general clause of this character, and to frame each chapter or section so as to show on its face whether it applies only to ships owned by British subjects, or only to ships owned by foreign subjects, or to both classes of ships.

PART II.

CHAPTER II.

Measurement and Registry of British Ships.

12. The subject of registration has presented much difficulty, delicate issues both of law and policy constantly arising. It is therefore desirable that the position should be explained at some length.

13. The Statute 3 & 4 Vict., c. 56, sections 3 and 4, conferred the following powers on the Governor General of India in Council :—

(*a*) power to declare that ships built within the limits of the Charter of the East India Company, being owned by Her Majesty's subjects for whom the Governor General in Council has power to legislate, and belonging to British Indian ports, shall be deemed to be British ships for all purposes of trade within the said limits, including the Cape of Good Hope and the territories and dependencies theerof ;

(*b*) power, upon such declaration being made, to make regulations—

(*i*) concerning the registering, licensing, and ascertaining the admeasurement of the tonnage and burden, of such ships, and

(*ii*) generally, for the trading of such ships within the limits aforesaid; and

(*c*) power to make regulations for admitting to all or any of the privileges and advantages of British ships for the purposes of trade within the limits aforesaid any ships—

(*iii*) belonging to Native Princes or States in subordinate alliance with, or having subsidiary treaties with, the East India Company, or

(*iv*) owned by subjects of any such Prince or State ;

such regulations to provide for the granting to such ships of licenses or passes, and generally for the trading of such ships within the limits aforesaid.

14. The power mentioned in clause (*a*) of paragraph 13 was exercised by the Proclamation appended to Act X of 1841 ; the powers mentioned in clause (*b*) were exercised by Act X of 1841, sections 1 to 23 and 25 to 27, and Act XI of 1850, sections 3 and 4 and the powers mentioned in clause (*c*) were exercised by Act XI of 1841, sections 24, 25 and 27, and Act XI of 1850, sections 2 and 3, it being provided that ships of Native States, to obtain passes, should be commanded by a British subject for whom the Governor General in Council has power to legislate.

15. The Statute 3 & 4 Vict., c. 56, and Acts X of 1841, and XI of 1850, were passed prior to the enactment of the Merchant Shipping Act, 1854 (17 & 18 Vict., c. 104), Part II of which provides for the registration of ships not only in the United Kingdom but throughout Her Majesty's dominions (see section 17). The Statute 3 & 4 Vict., c. 56, was however, saved by section 108 of the Statute of 1854, and consequently the registration of ships under the Indian Acts of 1841 and 1850 continued to be lawful. Sections 3 and 4 of the Statute 3 & 4 Vict., c. 56, were repealed by the Statute Law Revision Act, 1874, No. 2 (37 & 38 Vict., c. 96), but the savings contained in section 1 of that Act operate to continue the Indian Acts in force.

16. Registration under Acts X of 1841 and XI of 1850 is optional, and confers the privileges of a British ship within certain limits only, viz., those mentioned in paragraph 13 of this note. Consequently certain classes of ships (namely, those of European build) have long been registered in British India under the Merchant Shipping Act, 1854; so that registration in this country is carried on, in different cases, under both English and Indian Acts. In addition to Acts X of 1841 and XI of 1850, there is a local Act on the Indian Statute-book dealing with the registration of ships, viz., Act XIX of 1838, which makes compulsory the registration under it of "vessels belonging to any of Her Majesty's subjects residing within the Presidency of Bombay, and employed on the coasts of the territories subject to the Government of Bombay, or in trading coastwise," and "fishing vessels and harbour craft belonging to any of Her Majesty's subjects." Act XIX of 1838 does not prescribe any system for the measurement of tonnage, but it is believed that measurement is made under rules similar to those prescribed under Act XI of 1850.

17. We thus have for the registration of ships in British India (excluding Bombay Act I of 1863, as to registry of ships on the river Indus)—

(1) the English Merchant Shipping Acts,

(2) Act XIX of 1838 (Bombay Coasting Ships), and

(3) Act X of 1841, as amended by Act XI of 1850, Act V of 1883, section 38, and Act VII of 1891.

18. In consolidating the Law of Merchant Shipping the important subject of registration cannot be ignored, and, indeed, the opportunity ought to be taken to secure, as far as possible, that all registration be made under one and the same law. The special powers of legislation conferred by the Statute 3 & 4 Vict, c. 56, having been withdrawn, it would be beyond the power of the Governor General in Council to re-enact the provisions of Acts X of 1841 and XI of 1850 in the present Bill, even if it were desirable to do so. Nor in view of the fact that the provisions for compulsory registration contained in Part II of the Merchant Shipping Act, 1854, apply to British India, does it seem possible to re-enact the provisions of Act XIX of 1838 at the present day. Further, there are cogent reasons why the Legislatures of British Possessions should (except in the case of native craft plying exclusively

within their own waters) cease to deal with the registration of ships, as will appear from the following extracts from a letter, No. 3713, dated the 4th May, 1869, written by the Board of Trade in reference to the Bill of 1867 for the consolidation of the Indian Merchant Shiping Law—

> "The Bill contains certain provisions which are already on the Imperial Statute-book and which should remain on the Imperial Statute-book and on that Statute-book only.
>
> "The most important of these are the provisions which relate to the description, ownership and measurement and registry of British ships.
>
> "It is obviously the function of the Imperial Legislature, and of the Imperial Legislature only, to declare what shall entitle ships to claim British nationality; in other words, who are the persons entitled to own British ships and under what regulations they shall be placed on the register. It is also important, as a matter of Imperial and even of international convenience, that the rules concerning the measurement of tonnage should be identical throughout the Empire; and it is no less important that the rules which govern title as conveyed by the register should be uniform. It is obvious that these objects cannot be effectually secured if each British Possession legislates independently on these subjects."

19. In a further letter dated the 20th May, 1869, the Board of Trade again urged that the systems of measurement and registry should be the same throughout the Empire, and suggested that Acts X of 1841 and XI of 1850, together with section 108 of the Merchant Shipping Act, 1854, should be repealed, and that the provisions of the Impereal Statute should be "extended to all Indian ships with such additional provisions as may be requisite to meet the case of ships belonging to the subject of Native Princes, or other especial cases." To these suggestions the Government of India replied, in Despatch No. 13, dated the 15th July, 1869, that "considering the desirability of having all the law on the subject of merchant shipping comprised in a single Statute, we are clearly of opinion that Acts X of 1841 and XI of 1850 should be repealed, and their substance re-enacted in the proposed consolidating Bill." The Board of Trade and the Government of India were thus in entire agreement on the question of acting under the English law, and it may be understood that the reservations referred to in these letters related to the measurement of native craft trading exclusively on the coasts of India as well as to the grant of passes for ships of Native States. The consolidating Bill referred to in the Government of India's Despatch is the Bill which was then under consideration in England for consolidating the Statutes relating to merchant shipping. The suggestions noted in this paragraph have never yet been fully carried out, in consequence of the suspension of both the English and the Indian consolidating Bills. It may, however, be noted that one step in this direction was taken when Act VII of 1891 was passed, providing for the application of the English rules and orders as to measurement of tonnage on the regis ration of ships under Act X of 1841. From this provision, however

are excepted ships referred to in section 3 of Act XI of 1850, which continue to be measured in accordance with rules made under that section by the Executive Government.

20. In the circumstances above explained, it seems desirable, now that a new consolidating Bill for India is in hand, to repeal Act XIX of 1838 and so much of Acts X of 1841 and XI of 1850 as deals with the registration of ships and to leave all registration in British India for the future to be conducted under the English Merchant Shipping Act, 1854, as amended by subsequent Acts, subject to the qualifications mentioned in paragraphs 26, 27, 29, 30 and 32 of this note. The maintenance of these qualifications, or, at any rate, of that mentioned in paragraph 27, as to the measurement of native craft engaged in the coasting trade, is very necessary; and, if this cannot be secured, the suggested repeal of the Indian Acts must be abandoned until a new consolidating Act is passed in England, containing such special provisions as are needed for Indian requirements. The only way in which, as the law now stands, it appears possible to maintain the qualifications required for India is to proceed under the power conferred by section 547 of the Merchant Shipping Act, 1854, and this course has been adopted in Chapter II of the present Bill.

21. While, however, repealing those portions of Acts X of 1841 and XI of 1850 which relate to registration, the portions [*viz.*, section 24 and part of sections 25 and 27 of Act X of 1841, and section 2 and part of section 3 of Act XI of 1850] relating to the grant of passes to ships belonging to Native Princes or States or their subjects have been left untouched. It is desirable to maintain these provisions, which were specially reserved by the correspondence of 1869 mentioned in paragraph 19 of this note, but it is not possible to re-enact them at the present day because—

(1) Section 4 of the Statute (3 & 4 Vict., c. 56,) which gave power to enact them has been repealed (see paragraph 15 of this note);

(2) the Indian Legislature has now no power to confer the privileges of British ships on any ships which do not fulfil the conditions specified in section 18 of the Merchant Shipping Act, 1854; and

(3) the Indian Legislature has no direct power to legislate for subjects of Native States.

The Government of India appears to have no information as to why section 4 of the Statute 3 & 4 Vict., c. 56, was repealed in 1874. The Secretary of State might be addressed on the subject and asked to bring in a Bill for reviving the section, with such amendments as present circumstances require. It is not understood why the useful power conferred by the section should have been withdrawn, and it is, moreover, inconvenient that there should be on the Indian Statute-book clauses which the Indian Legislature is powerless to amend or re-enact.

22. The provisions of the English Acts on the subjects of measurement, marking and registration are contained in—

The Merchant Shipping Act, 1854 (17 & 18 Vict., c. 104), Part II (sections 25 and 34 have been repealed by 34 & 35 Vict., c. 110, s. 12, and other sections have been amended by the Statutes mentioned below);

18 & 19 Vict., c. 91, sections 9, 11, 12, 14 and 15;

25 & 26 Vict., c. 63, sections 3, 4 and (re-measurement of foreign ships) 60 to 64;

30 & 31 Vict., c. 124, section 9, clauses (3) (4), (5) and (7);

31 & 32 Vict., c. 129;

32 Vict., c. 11, section 6;

34 & 35 Vict., c. 110, sections 5 and 6;

35 & 36 Vict., c. 73, sections 3, 4, 13 and 15;

36 & 37 Vict., c. 85, sections 3 to 6 and 30;

39 & 40 Vict., c. 80, sections 23, 24 and 44;

43 & 44 Vict., c. 18;

45 & 46 Vict., c. 55, section 4;

50 & 51 Vict., c. 62, section 3;

52 & 53 Vict., c. 43, sections 1 to 5 and (re-measurement of foreign ships) 6; and

52 & 53 Vict., c. 73.

23. The amendments effected by the latter Statutes may be said not to modify in any important degree the principles embodied in Part II of the Merchant Shipping Act, 1854; and an examination of that Part will bring out any difficulties that may arise if the English law is applied to all ships in British India.

24. Part II of the Merchant Shipping Act, 1854, is sub-divided as follows:—

Applications.
Description and ownership of British ships.
Measurement of tonnage.
Registry of British ships.
Certificate of registry.
Transfers and transmissions.
Mortgages.
Certificates of mortgage and sale.
Registry anew, and transfer of registry.
Registry, miscellaneous.
Forgery.
National character.
Evidence.
Saving clause.

25. Part II of the Act applies to the whole of Her Majesty's Dominions (see section 17).—As stated in paragraph 16 of this note, certain classes of ships are already registered in British India under the English law, and, if the provisions of the Indian Acts relating to registration are repealed all ships in British India owned by British subjects or certain classes of bodies corporate (see section 18) will come under the operation of Part II.

26. Sections 18 and 19 of the Merchant Shipping Act, 1854.—There is nothing in section 18, which treats of the "Description and ownership of British ships," which would be inapplicable to the circumstances of British India.

Section 19 lays down in effect that all British ships exceeding fifteen tons burden must be registered. In Bombay registration is already compulsory, under Act XIX of 1838. Acts X of 1841 and XI of 1850 do not compel a ship to be registered, but, she must be registered to obtain the privileges of a British ship, and in practice most sea-going ships exceeding fifteen tons burden are registered. In this respect there is no necessity for any modification of the English law.

It is, however, unnecessary that the registration of any inland ships whether exceeding fifteen tons burden or not, should be required and a modification of section 19, clause (2), of the Merchant Shipping Act, 1854, is therefore necessary. The required provisions have been inserted in section 10 of the Bill.

In regard to ships, whether sea-going or inland, of fifteen tons burden or less, the power conferred by section 6, clause (*k*), of the Indian Ports Act (X of 1889), to license and regulate boats plying in Indian ports, appears to be sufficient to secure such registration as is necessary.

27. *Sections* 20 *to* 29 *of the Merchant Shipping Act*, 1854.—Under the existing Indian law all ships (other than coasters) registered under Act X of 1841 are now (see Act X of 1841, sections 9 and 10,) measured under the English rules. It is understood that coasters are sometimes measured under those rules, but that generally the special rules made under Act XI of 1850 are applied to them. These special rules are similar to the rules which were in force in Europe before the Merchant Shipping Act, 1854, was passed. They have the merit of simplicity, and they are much more suited to native coasting craft not square-rigged than are the English rules, and for these reasons they are preferred by practically all the authorities which have to administer the Merchant Shipping Acts in connection with the registration of this class of ships. The great majority of these coasters are of less than 100 tons burden, and they seldom or never exceed 300 tons. As the old system of measurement is preferred for these ships, it is desirable that the power of applying it should be retained.

It will be sufficient to confine the operation of the special rules to Native sailing craft not square-rigged engaged in the coasting trade. The existing special rules are not applicable to steamers, and it

appears to be advisable to continue measuring square-rigged ships under the English rules. The reasons which make it desirable to apply the English rules to foreign-going ships registered in British India have hardly any force in the case of native coasters.

The necessary provisions have been made in section 11 of the Bill which leaves it to the option of owners of native coasting craft to have measurement made either under the special rules or under the English rules. The power conferred by section 29 of the Merchant Shipping Act 1854, to modify the tonnage rules prescribed by that Act, is not sufficient to meet the case as the special rules which it is desired to maintain are different in principle from the English rules.

28. If Act XIX of 1838 and those portions of Acts X of 1841 and XI of 1850 which relate to registration are repealed, such matters as registration *de novo* in case of alterations in ships (Act X of 1841, section 21), fraudulent use of certificate of registry (*ib.*, section 15), endorsement on certificate of registry of change of master (*ib.*, section 16), must be provided for. To leave the Acts on the Satute-book for such purposes as these would be *pro tanto* to keep the separate system of registry which it is proposed to abolish. It is therefore proposed by section 9 of the Bill to require ships registered under the Indian Acts to be re-registered under the English Acts, without payment of fees, and to repeal antagonistic provisions in the Merchant Shipping Act 1854 (*viz.*, section 27 and part of section 19). When these ships are so re-registered the names of any of them can, if desired, be changed under the procedure provided by section 6 of 34 & 35 Vict., c. 110, and this will meet a difficulty which has been felt under Act X of 1841.

29. *Sections* 30 *to* 54 *of the Merchant Shipping Act*, 1854.—There is nothing in these sections (which deal with—

Registry of British ships, and

Certificate of registry),

which would be inapplicable to Indians ships. The requirements are, generally, similar to those embodied in Act X of 1841. There are, however, some alterations in matters of detail which it seems desirable to make. These are as follow —

(1) By section 31 Local Governments are authorised to exercise with respect to ships registered under the Act in British India, the powers conferred by the Act on the Commissioners of Customs with respect to the registry of ships. A similar provision is required in the case of certain of the powers of the Board of Trade, and such a provision has been inserted in section 12 (1) of the Bill. Some of the powers of the Board of Trade with respect to the registry of ships [*viz.*, those conferred by section 29 of the Merchant Shipping Act, 1854 (as amended by 35 & 36 Vict., c. 73, section 3), so far as it relates to modifications and alterations in the tonnage rules, and sections 36 and 96 of the Act,] ought, however, to remain with the Board, and these

have not been touched by the Bill. Section 12 (1) of the Bill is in effect a reproduction of section 11 of Act X of 1841 (inserted by Act VII of 1891, section 3) the Local Government being substituted for the Governor General in Council. By sub-section (2) of section 12 of the Bill, section 13 of the Merchant Shipping Act, 1872, and part of section 29 of the Merchant Shipping Act, 1854, are repealed, the first mentioned provision as being inapplicable to British India [see section 3 of 50 & 51 Vict., c. 62, and section 29 of the Merchant Shipping Act, 1854, as amended by section 12 (1) of the bill], and the second as having been superseded by section 3 of 50 & 51 Vict., c. 62.

(2) Clause (5) of section 30, as to registrars, is now out of date. The registrar at the principal ports in India should ordinarily be the Port Officer, but power should be given to the Local Government at its discretion to appoint any other person whom it may select. At the smaller ports the registrar should be any person whom the Local Government may think fit to appoint. The necessary provisions have been inserted in section 15 of the Bill. If this section is enacted, section 6 of 32 Vict., c. 11, will no longer be needed for India, and it is accordingly proposed to repeal it.

Before leaving section 15 of the Bill it should be mentioned that the existing ports of registry in British India, declared by or under Act X of 1841, section 2, should, as soon as the Bill becomes law, be notified under section 31 of the Merchant Shipping Act, 1854, as explained by section 3 of 50 & 51 Vict., c. 62. This will be necessary because section 2 of Act X of 1841 is being repealed without a saving (see section 7 of the Bill).

30. *Sections* 55 *to* 83 *of the Merchant Shipping Act*, 1854.—These sections provide for transfers, transmissions, mortgages and certificates of mortgage or sale. Under Act X of 1841, section 21, if any alteration takes place in the ownership of a ship, she has to be registered *de novo*. The English law provides, instead, for the registration of transfers, and there can be no objection to its adoption.

There are no provisions in the Indian Acts on the subjects of mortgage and sale, such matters being dealt with, under the ordinary contract law. The English law has stood the test of experience ; its object is to provide facilities for the mortgaging and sale of ships or shares in ships, and there would appear to be no objection to allowing it to apply to Indian ships. With the assistance of the forms appended to the Merchant Shipping Act, 1854, no difficulty need arise in the administration of the Act.

While, however, allowing the English law on the subject of transfers, transmissions, mortgages and sale to apply in the case of Indian ships generally, it seems desirable to except native coasting ships not square-rigged from the operation of sections 55, 57 and 66 to 83, and this has been done by section 16 of the Bill. Owners of this class of ships are not accustomed to the rules laid down in these sections. The rules, therefore, if applied to such ships, would probably be overlooked, and hardship would then follow from the action of the Courts. The rules would, moreover, add considerably to the work of the registrars.

31. The remaining provisions of Part II of the Merchant Shipping Act, 1854, are the complement of those already referred to, and there is nothing in them which would be inapplicable to Indian ships.

32. In the amending Statutes there are some provisions which might advantageously be altered in their application to India. These are as follow :

(1) The fees chargeable for measurement of tonnage under the English Acts are fixed, under section 30 of 36 & 37 Vict., c. 85, in sterling, and are, under present practice, converted into Indian money at the current rate of exchange. The continuance of this practice is undesirable, particularly with reference to native coasting ships, for which fixed fees have hitherto been prescribed under Act X of 1841, section 25, and Act XI of 1850, section 4. Other fees connected with registration are also fixed, by or under the English Acts, in sterling. It is desirable that in all these cases fees should be stated in Indian money ; and provisions with this object have been inserted in section 14 of the Bill.

(2) There is a custom in the Bombay Presidency of increasing the burden of a ship by means of temporary structures after the tonnage has been registered, the object being to evade payment of port-dues. To meet this evasion it is proposed by section 17 of the Bill to repeal a few words in sections 23 and 44 of 39 & 40 Vict., c. 80. Section 23 of this Statute does not, however, deal with uncovered spaces on ships which have no deck, and therefore does not sufficiently provide for the case of temporary structures erected on undecked native ships. It was principally with the object of requiring the re-measurement of ships of this class when temporary additions to their carrying capacity are made that the Government of Bombay recently proposed legislation. Clauses giving the necessary powers have been inserted in section 11 of the Bill.

(3) Section 13 of the Bill re-enacts the clauses of 30 & 31 Vict., c. 124, section 9, as to deductions from tonnage, with the object of giving complete effect to section 113 of the Bill. It is proposed by the latter section to assimilate the Indian law with the English law so far as crew spaces for Europeans are concerned ; but the English law has nothing corresponding with the Indian law on the subject of crew spaces for lascars. It is understood that, in the case of ships already registered in British India under the English law, deductions for crew space are made under the rules prescribed by that law, *i.e.*, on the scale for Europeans. Lascars are, however, carried on these ships, and it seems desirable that the provisions of section 113 of the Bill as to them should be distinctly recognized in making deductions from tonnage on account of crew space. In applyi g the English law to the measurement of ships rigistered under Act X of 1841 the corresponding provisions of the

existing Indian law (Act I of 1859, section 70,) were expressly saved—see Act X of 1841, sections 9 and 10, as substituted by Act VII of 1891, section 3.

33. The foregoing examination of the English law on the subjects of measurement, marking and registration goes to show that, with the exceptions mentioned in paragraphs 26, 27, 29, 30 and 32 of this note, it can be applied without difficulty to all British Indian ships; and the provisions inserted in Chapter II of the Bill appear to be all that are required to secure the satisfactory working of the English Acts in this country.

34. It might be urged against the scheme of Chapter II of the Bill that the English Statute law on the subjects of measurement, marking and registration, and the orders of the Board of Trade under it, are so scattered that it will be difficult for registrars in Indian ports to ascertain what their duties will be. This inconvenience exists at present in cases where ships are already registered in British India under the English law, although it is to some extent minimised by the periodical publication of the rules and orders of the Board of Trade in pamphlet form; and care will be taken to further reduce it as far as possible when the new edition of Pearson's Digest mentioned in paragraph 4 of this note is taken in hand.

35. It would be preferable, if it were possible, to enact a simple law for the registration of native coasting craft not square-rigged; but the Government of India, as explained in paragraphs 18 and 20 of this note, is not free to pass such a law, and must wait until Parliament consolidates the English Merchant Shipping Acts with such amendments as are needed for giving it the necessary powers.

PART III.

MASTERS, SEAMEN AND APPRENTICES.

CHAPTER III.

Mercantile Marine Offices.

36. Throughout the Bill "Shipping Office" has been changed to "Mercantile Marine Office," and "Shipping Master" to "Superintendent of a Mercantile Marine Office." These changes follow those made in the United Kingdom by section 15 of 25 & 26 Vict., c. 63. The new names are more suitable than the old.

37. *Section* 20.—This section is new, and is taken from the Bill of 1867, section 107. It will be useful, *e.g.*, where a seaman who has to be paid off is in prison. It is expressly limited to particular cases in order to prevent any general dispensation.

38. *Section* 22.—The previous sanction of the Governor General in Council is required to all fees fixed by the Local Government to be paid upon engagements and discharges of seamen, and the fees so fixed are required to be published in the local Gazette.

When native seamen are engaged, under Act I of 1859, section 115, to serve in foreign ships, the fees prescribed in the case of engagements

for British ships are payable—see section 116 of that Act. In section 22 (1) of the Bill the fees payable on discharge of seamen of British ships are also made payable on discharge of native seamen who were engaged to serve in foreign ships.

Provisos have been added to sub-section (3) of section 22 with the object of securing to seamen the benefit of any reduction in fees made by the Local Government.

By section 6 of 45 & 46 Vict., c. 55, the Board of Trade was empowered to abolish or suspend the fees payable upon engagements or discharges. Under this power all such fees have been abolished in the United Kingdom, and by a recent Statute Law Revision Act (55& 56 Vict., c. 19,) the portions of 17 & 18 Vict., c. 104 (*viz.*, sections 125 and 126, and Table P), which authorised the payment of these fees have been repealed so far as regards the United Kingdom. The power to abolish or suspend these fees is adopted in section 22 (6) of the present Bill, and it will be within the discretion of the Government to take advantage of it as soon as it becomes expedient to do so.

CHAPTER IV.

Examination of, and Grant of Certificates to, Masters, Mates, Engineers and Engine-drivers.

Section 25.—In clause (*b*) a report is required as to the sobriety, experience and ability of applicants for engineers' certificates. Such a report is required in England under 25 & 26 Vict., c. 60, section 8, and there seems no sufficient reason why it should not be required in India as well.

40. *Section* 30.—The power to make rules as to grant of certificates of competency is transferred from the Local Government to the Governor General in Council, because it is desirable that such rules should be identical throughtout British India. Clause (*d*) of this section makes the power under Act I or 1859, section 15, as to recording copy of masters' and mates' certificates exercisable by means of rules.

Power is given by sub-section (2) to make rules as to grant of certificates of service to masters and mates, the provision being based upon Act VI of 1884, section 29.

CHAPTER V.

Ships required to carry Certificated Officers.

41. *Section* 31.—The important alterations made in this section are mentioned below. They have been made in order to assimilate the Indian law with the English law, as explained in the Board of Trade's "Instructions to Superintendents," No. 359*a*, dated March, 1889.

(1) All foreign-going ships are at present required to have a certificated mate. The Bill dispenses with this requirement as regards ships of less than 100 tons burden, and provides that if a ship of 100 tons burden or upwards has two mates each must be certificated.

(2) Home-trade ships of 300 tons burden or less are not at present required to have a certificated master or a certificated mate. The Bill reduces this limit to 100 tons in the case of both masters and mates where a ship does not carry passengers, and withdraws it altogether in the case of masters of ships carrying passengers. The reduction of the limit in the case of masters is suggested by recent correspondence from Bombay.

(3) The exemption of ships manned exclusively by Asiatic masters and seamen from the requirements of the law as to carrying certificated masters and mates, which was enacted in its present form by Act V of 1883, section 37, has been limited to the case of ships not carrying passengers. And, as it stands in the Bill [section 31, sub-section (5)], it will apply to such ships when engaged in the "home-trade," as defined in section 3, clause (3), and not when "trading between ports in India and the coasts of Arabia."

42. *Section* 32.—The effect of the words "foreign-going" and "home trade" in this section, when read with section 3, clauses (3) and (4), is that a steam-ship proceeding to the Straits will be regarded as engaged in the home trade, and not, as at present, as engaged in the foreign trade, and that the requirements as to carrying certificated engineers will therefore be on the lower scale prescribed for home-trade ships. By Act VI of 1891, section 5, voyages to the Straits were transferred from the category of foreign voyages to that of home-trade voyages for the purposes of Act I of 1859, and there appears to be no reason why a similar change should not be made for the purposes of Act VII of 1884.

The provision in Act VII of 1884, section 32, as to home-trade steam-ships of under fifty nominal horse-power carrying a certificated engine-driver, has been made absolute [section 32, clause (*d*),] instead of depending, as it does in the present law, on an order by the Local Government.

43. *Section* 33.—Under the present law (Act VII of 1884, sections 31 and 33,) a foreign steam-ship carrying passengers between ports in British India is required to carry an engineer holding a British certificate, but if the engines are under fifty nominal horse-power this requirement is subject to the condition of an order to that effect being made by the Local Government. In section 33 of the Bill the condition mentioned is withdrawn, and all foreign steam-ships carrying passengers between ports in British India are further required to have a master, and, where they are of a burden of 100 tons or upwards, also a mate, holding a British certificate.

Power is, however, given to the Local Government to exempt any ship from any of these provisions if it is satisfied that her master, mate or engineer, as the case may be, has a certificate which is valid under the law of the country to which the ship belongs; and all claims for exemption are futher required to be submitted to the Governor General in Council.

CHAPTER VI.

Suspension and Cancellation of Certificates of Masters, Mates, Engineers and Engine-drivers, and Grant of New Certificates.

44. *Section* 35.—The powers conferred by Order in Council on Local Governments for dealing with, or granting Colonial certificates in place of, Board of Trade or Colonial certificates which have been suspended or cancelled are not at present mentioned in the Indian Merchant Shipping Acts, but it is obviously convenient that a reference should be made to them. This has been done in section 35 of the Bill. The latest Order in Council is dated 9th May, 1891.

45. *Section* 36.—The Governments of Bengal and Bombay are authorised to grant Colonial certificates; and in the cases contemplated by this section a Colonial certificate, rather than a local certificate should be granted, since local certificates have not the same value abroad. To secure this a proviso has been added to section 36 (1). The Governments of Madras and Burma at present have power to grant only local certificates, and the section should be confined in its operation to them.

46. *Section* 38.—The power of the Local Government to suspend or cancel local certificates after an investigation made by a Court or tribunal is, by clause (*a*) of this section, limited to cases where the investigation was held beyond British India. Where an investigation is held in British India the proper authority to suspend or cancel a certificate is the Court holding the investigation—see section 37 of the Bill, which reproduces Act V of 1883 section 24A, sub-sections (1) and (2), and gives effect in India to the change made in the United Kingdom by 25 & 26 Vict., c. 63, section 23 clause (1), by which the power of suspending or cancelling certificates after an investigation has been held was transferred from the Board of Trade to the Court.

Supersession by order of an Admiralty Court [clause (*c*) of section 38 of Bill =clause (*d*) of section 20 of Act V of 1883] apparently includes cases in which a master is "removed" by an Admiralty Court under the Merchant Shipping Act, 1854, section 240 or under Act 1 of 1859, section 80 (=Bill section 127). If so it seems doubtful whether the Local Government ought to have power to suspend or cancel the local certificate of a master merely because he has been so removed and whether a formal investigation ought not to be ordered under section 263 of the Bill, in which case the power to suspend or cancel the certificate would, under section 37, rest with the Court holding the investigation. The point is reserved for further consideration.

CHAPTER VII.

Engagement of Seamen.

47. *Sections* 46 to 48.—In the existing law these sections apply in the case of seamen for British ships only (see Act 1 of 1859, sections 18 19, 20, and 114), but as reproduced in the Bill they will apply also in the case of seamen for foreign ships.

48. *Section* 50.—In clause (*a*) it is provided that where an agreement does not state "the nature and duration of the intended voyage or engagement," but states instead the maximum period of the voyage or engagement, then the additional particulars required may be "the places or parts of the world to which the voyage or engagement is to extend" as an alternative to "the places or parts of the world to which the voyage or engagement is not to extend."

In clause (*f*) the power to fix a scale of provisions for native seamen is transferred from the Local Government (see Act V of 1883, section 28,) to the Governor General in Council and the publication of any scale so fixed is required to be made in the Gazette of India. As the form of the agreement is prescribed by the Governor General in Council it will be convenient to have this scale settled by the same authority.

Clause (*g*).—The words "short allowance of provisions" in clause (*g*) of section 27 of Act V of 1883 have been omitted as it is thought inexpedient to sanction the reduction of a seaman's allowance of food by way of punishment, and the clause in the form of agreement which permitted such a punishment was struck out in 1886.

49. *Section* 51.—This section requires stipulations for sending a seaman home to be signed by the owner of the ship or his agent, instead of by the owner or by the master on behalf of the owner. The reason for this amendment is similar to that stated in the second clause of paragraph 64 of this note.

50. *Section* 52.—Sub-sections (2) and (3) are new, and give effect to the apparent intention of the framers of Act V of 1883, section 30.

51. *Section* 53.—In this section running agreements for foreign-going ships are made terminable within six months from the date of execution, instead of as under the present law, on the 30th June or 31st December in each year.

The proviso to section 53 gives effect in India to the "Instructions to Superintendents," No. 446, dated March, 1892, issued by the Board of Trade as to the meaning of section 151 of the Merchant Shipping Act, 1854.

52. *Section* 54.—At present (Act V of 1883, section 26), home-trade ships of a burden not exceeding 300 tons are exempted from having an agreement with seamen engaged. Under section 54 (1) of the Bill only ships of less than eighty tons will have the benefit of this exemption. This alteration is made in order to assimilate the Indian with the English law as contained in section 149 of the Merchant Shipping Act, 1854.

The amendment in italics at the end of sub-clause (*ii*) of clause (*c*) of section 54 (2) follows that made in section 53 and noticed in the first clause of paragraph 51 of this note.

53. *Section* 55.—References to the owner and his agent have been inserted in this section, following clause (*c*) of sub-section 54 (2) of the Bill and section 157 of the Merchant Shipping Act, 1854.

54. *Sections* 57 and 58.—Agreements signed under section 52 have been expressly excepted from the operation of sections 57 and 58,

The matters dealt with by these sections ought to be left, in the case of ships referred to in section 52, to the law of the country to which the ship belongs, and this is doubtless done at present in practice.

55. *Section* 59.—Act I of 1859, section 29, apparently applies when the engagement has been made before a shipping master out of British India, as well as when the engagement has been made in British India. At any rate it is desirable that changes in the crew should be reported to a Superintendent of a Mercantile Marine Office in the former case as well as in the latter, and this has been distinctly provided for in section 59 of the Bill.

56. *Section* 60.—"Termination" has been defined in sub-section (4) so as to make it clear that, when an agreement has been renewed under proper authority, the preceding sub-sections do not come into operation until the period of renewal has expired. A similar definition has been inserted in section 22 (5) of the Bill.

57. *Section* 61.—The first amendment printed in italics follows that made in section 53 and noticed in the first clause of paragraph 51 of this note.

58. *Section* 62.—The words in italics make it clear that a seaman signing under section 52 an agreement made under the law of the United Kingdom or some British Possession other than British India has the same right to compensation for improper discharge as a seaman signing an agreement made under the law of British India.

59. *Section* 63.—The important alterations made in re-enacting section 115 of Act I of 1859 (as to the engagements of native seamen to serve in foreign ships) are as follow:

(1) The section in the Act relates to the engagement of seamen "to proceed to any port out of (British) India." This would include some home-trade voyages, but not others (see the definitions of "home-trade ship" in section 118 of the Act and in section 3, clause (3) of the Bill), and there is no exception as to home-trade ships of light burden. Section 63 of the Bill applies to all home-trade voyages, but makes an exception in the case of ships of less than eighty tons burden. These amendments will assimilate the law in these respects for foreign ships to that proposed by the Bill in the case of British ships.

(2) The section in the Act relates to the engagement at "any port in (British) India" of "any lascar or other native seaman." Section 63 of the Bill deals with the engagement—

(*a*) at Aden, of seamen being natives of Asia or Africa, and

(*b*) at any other port in British India, of seamen being natives of India.

The first of these amendments is designed to extend the protection of British law to Arabs, Africans and Asiatics not being natives of India, who are, it appears, engaged at Aden in large numbers for service in foreign ships.

As to the second amendment: as clause (*b*) of section 63 of the Bill is expressed, the section will apply in the case of Indian seamen who are not natives of British India—a class to which, as the Government has been advised, section 115 of the Act does not apply.

(3) In place of the general clauses in section 115 of the Act as to the manner in which agreements are to be made, sub-sections (2) and (3) of section 63 of the Bill declare definitely what provisions are to apply. One of the objects aimed at in settling these sub-sections was to place foreign ships engaging native seamen in precisely the same position as British ships.

(4) The requirement in section 115 of the Act as to bonds, which applies in the case of every engagement made under the section, has, in section 63 (4) of the Bill, been restricted to the case of engagements for foreign-going ships. It is unnecessary to take a bond in the case of home-trade ships.

CHAPTER VIII.

Production of Certificates of Officers and Agreements with Seamen.

60. *Section* 67.—Masters of ships having agreements made under the law of the United Kingdom or some British Possession other than British India, and engaging a seaman under section 52, are expressly exempted from the requirement as to production of certificates of officers before receiving port-clearance.

In sub-section (4) the power to detain a ship is transferred from the officer authorised to grant a port-clearance to the Local Government, as it is not understood how a Customs-officer can exercise such a power. A similar alteration is made in section 68 (4) and section 188, and the new sub-sections 69 (4) and 106 (5) follow these sub-sections as thus altered.

The words "(whether the same was made under this Act or any other law)" in sub-section (5) of section 67 are new. When a foreign-going British ship arrives at her final port of destination in British India with a crew whose agreement was made abroad, it is not clear whether, under the existing law, the production of the agreement is required, as it apparently ought to be. In other words, it is doubtful whether Act I of 1859, section 31, clause (4), does not refer to such agreements only as are made under that Act (as amended by Act V of 1883).

61. *Section* 68.—In sub-section (1), clauses (*a*) and (*b*), amendments have been made to follow those noticed in paragraph 41, clauses (1) and (2), and paragraph 52, first clause, of this note. Alterations have been made in sub-sections (2) to (5) to assimilate them with corresponding clauses in section 67.

62. *Section* 69.—Sections 31 and 32 of Act I of 1859 apply only to British ships—see section 114 of the Act. It is, however, desirable that corresponding provisions should be enacted with respect to—

(1) foreign ships which are required by section 33 to carry officers holding British certificates, and

(2) foreign ships engaging native seamen in British India under section 63

as a means of securing the proper observance of the provisions of those sections. Section 69 has been inserted in the Bill with this object.

CHAPTER IX.

Wages and Discharge of Seamen and Apprentices, and Settlement of Claims.

63. *Section* 70.—One of the reasons for abandoning in 1883 the proposal to consolidate the Indian Merchant Shipping Acts was that some hesitation was felt in re-enacting sections 36 and 37 of Act I of 1859, in view of the provision in 43 & 44 Vict., c. 16, section 2, declaring advance notes (in the case of seamen going to sea from the United Kingdom) to be illegal. This last-mentioned enactment has, however, since been repealed by 52 & 53 Vict., c. 46, section 2, which re-establishes the validity of advance notes. In the present Bill, for sections 36 and 37 of Act I of 1859 has been substituted a section (70) which adapts the provisions of 52 & 53 Vict., c. 46, section 2, to India.

Sub-section (2) of section 70 is taken from Act I of 1859, section 36, and differs from 52 & 53 Vict., c. 46, section 2, sub-section (1), which authorises the payment of an advance to any person on behalf of the seaman.

64. *Section* 71.—Sub-section (1) embodies two amendments made in the English law by 43 & 44 Vict., c. 16, section 3 (1), *viz.*, (1) that agreements must contain a stipulation for allotment if the seaman so requires, and (2) that allotments may extend to one-half of the seaman's wages. By Act I of 1859, section 38, it is provided that an allotment shall not exceed one-third of the seaman's wages.

Sub-section (2) of section 71, providing that all stipulations for allotment of wages shall be signed by the owner of the ship or his agent, is new. Its object is to provide a means of securing the observance of such stipulations where seamen engage on "tramp steamers," *i.e.*, steamers which rove over the seas in search of freight and may not return for a long time to the port at which they took in seamen. It will be observed that by section 51 (1) of the Bill (following section 27 (1) of Act V of 1883) the signature of the master, and not of the owner or his agent, is required to an agreement, except in the particular case there mentioned.

From the operation of both sections 70 and 71 agreements signed under section 52 have been expressly excepted for the reason mentioned in paragraph 54 of this note.

65. *Section* 72.—The definite statement in sub-section (1) that every allotment shall be made by means of an allotment note is inserted for greater clearness, and is understood to be in harmony with existing usage.

66. *Section* 73.—Sub-section (1) embodies an amendment made in the English law by 43 & 44 Vict., c. 16, s. 3 (4).

The English Merchant Shipping Acts contain provisions on the subject of Savings Banks for seamen and their families—see the Merchant Shipping Act, 1854, s. 180; 18 & 19 Vict., c. 91, s. 17; 19 & 20 Vict, c. 41; and 43 & 44 Vict., c. 16, s. 3. The question whether any provisions of this kind are needed in India, or whether anything need be done to make the existing Savings Banks more readily accessible to seamen and their families, is reserved for separate consideration.

67. *Section* 75.—Sub-section (3) applies to India an amendment made in the English law by 25 & 26 Vict., c. 63, s. 18, as to stipulations concerning salvage. The amendment was inserted in the Indian consolidating Bill of 1867, section 160.

68. *Section* 79.—An amendment has been made in sub-section (3), as to home-trade ships, similar to that noticed in the first clause of paragraph 52 of this note.

69. *Section* 80.—The amendment made in the English law by 43 & 44 Vict., c. 16, s. 4, clause (2), as to delivery of the account of wages to the seaman himself, is embodied in the proviso to section 80 of the Bill. The amendment applies, in the Statute, only in the case of seamen of foreign-going ships, but is, in the Bill, adopted in the case of home-trade ships also, where seamen of such ships are, under section 79 (3), discharged in the presence of a Superintendent of a Mercantile Marine Office.

70. *Section* 81.—Section 176 of the Merchant Shipping Act, 1854, requires masters to make a report as to the conduct, character and qualifications of seamen discharged before Superintendents of Mercantile Marine Offices, or to state that they decline to give an opinion upon such particulars. This report is recorded by the Registrar General of Shipping and Seamen or under the orders of the Board of Trade, and the Superintendent is required, at the request of the seaman, to give him, or endorse on his certificate of discharge, a copy of so much of the report as concerns him. This section has never been adopted in Indian legislation, and there seems no necessity for adopting it in its entirety; but a sub-section has been inserted in section 81 of the present Bill providing for the entry of the particulars referred to in certificates of discharge, unless the master objects to so enter them.

In sub-section (3) of section 81 the provision as to return of certificates of mates on discharge has been applied also to the case of certificates of engineers.

71. *Section* 83.—This section, providing that the final settlement of a seaman's wages may, if the seaman consents, be left to a Superintendent, is new. It introduces into India as regards all British ships-

whether foreign-going or home-trade, an amendment made for the United Kindom by 43 and 44 Vict., c. 16, s. 4, clause (3), with respect to foreign-going ships.

72. *Section* 85.—Section 53 of Act I of 1859 directs payment of seaman's wages within three days after the cargo has been delivered, or within five days after the seaman's discharge, which ever first happens. Section 85 (1) of the Bill alters this provision by directing payment within one week after the delivery of the cargo has been commenced. The reason for this alteration is that a ship may lie in port sometimes for a month or more with her cargo undelivered completely, and it does not seem fair that a man should be kept out of his wages for an indefinite time. It should not be forgotten that section 190 of the Merchant Shipping Act, 1854, is untouched both by the existing Indian law and by the present Bill, and that section 85 of the Bill will, therefore, not apply in the case of seamen whose engagement is to terminate in the United Kingdom.

Section 53 of Act I of 1859 further declares that a seaman shall at the time of his discharge be entitled to be paid on account one-fourth of the balance due to him. The proviso to section 85 (1) of the Bill provides instead that "when a seaman lawfully leaves his ship at the end of his engagement he shall be paid on account at that time twenty rupees, or one-fourth of the balance due to him, whichever is least, and shall be paid the remainder of his wages within two clear days (exclusive of any Sunday or public holiday) after he so leaves the ship." The amended proviso is based on 43 and 44 Vict., c. 16, section 4, clause (1), which amends the law in force in the United Kingdom.

For the penal clause in section 53 of Act I of 1859 have been substituted by sub-section (2) of section 85 of the Bill the new provisions enacted for the United Kingdom by 43 and 44 Vict., c. 16, section 4, clause (4). This clause, like clause (1) of the same section, is limited to the case of seamen of foreign-going ships, while sub-section (2) and the proviso to sub-section (1) of section 85 of the Bill are applied also to seamen of home-trade ships. There does not appear to be any sufficient reason why seamen belonging to the two different classes of ships should be treated differently in this matter.

73. *Section* 86.—By Act XIII of 1876, section 10, a new section was enacted in place of section 54 of Act I of 1859, as to the rate of exchange for payment of seamen and apprentices in British Indian currency. This new section failed of its intended effect because it became the practice to insert in agreements clauses binding seamen to accept their wages in India at the rate of two shillings to the rupee, or even a higher rate, and the section could not operate against agreements made out of British India. After correspondence between the Government of India and the Secretary of State for India, section 4 of the Statute 52 and 53 Vict., c. 46, was enacted, providing that payments of wages to seamen should be made at the rate of exchange current at the place of payment, notwithstanding any agreement to the contrary. This section, being unlimited in its operation, applies to British ships in British India as well as in the United Kingdom, and therefore supersedes section 10 of Act XIII of 1876.

The section, however, while being a considerable improvement upon section 10 of Act XIII of 1876, falls short of the latter in two respects, in that (1) it does not provide for moneys other than wages, and (2) it deals only with payments to seamen, and not with payments to apprentices.

The section may apprently be read as part of Part III of the Merchant Shipping Act, 1854; and in that case it may be "applied or adapted" by Indian legislation under section 288 of that Act. It has accordingly been inserted in section 86 (I) of the Bill, with such modifications as are needed for adaptation to India.

74. *Section* 87.—The law of the United Kingdom regarding the Superintendent's powers in reference to disputes as to wages has been amended by 43 & 44 Vict., c. 16, Section 4, clause (5). A similar amendment in the Indian law is proposed in sub-section (1) of section 87 of the Bill. The new clause in the English law is limited to seamen of foreign-going ships, but section 87 (1) of the Bill will apply also to seamen of home-trade ships.

75. *Section* 88.—Act I of 1859, section 45, following the Merchant Shipping Act, 1854, section 174, is confined to seamen. Apprentices have been added in section 88 of the Bill, because the section is supplementary to section 87, which applies to apprentices as well as to seamen.

76. *Section* 89.—"Summary suits" are unknown to the Indian Code of Civil Procedure (Act XIV of 1882). An application to a Magistrate has therefore been substituted in section 89 of the Bill for the summary suit before a Magistrate which is comtemplated by section 55 of Act I of 1859. It is, however, provided in section 89 (2) of the Bill that such applications shall be heard and determined in a summary manner.

The proviso to section 89 (1) of the Bill is new, but merely states what is the evident intention of Act I of 1859, section 57, where the power of the Magistrate to refer cases to an Admiralty Court or a Civil Court is mentioned.

77. *Section* 90.—The expression. "Court of Admiralty or Vice-Admiralty" in Act I of 1859, section 57, has been altered to "Colonial Court of Admiralty" with reference to the provisions of Act XVI of 1891. A similar alteration has been made in other parts of the Bill.

78. *Section* 91.—Act I of 1859, section 115 (= section 63 of the Bill), having provided for the making of an agreement when native seamen are engaged for service in a foreign ship, it seems only right that certain further provisions designed by the Legislature for the protection of seamen of British ships should, in a consolidating Bill like the present, be applied in these cases. With this object, sections 91, 104, 117, 119 and 126 have been inserted in the Bill. It might be objected that the sections will interfere with the exercise of consular jurisdiction; but it should not be forgotten that such interference already exists under Act I of 1859, section 115 (= section 63 of the Bill). At the same time, there has been no representation from outside apparently calling for the further protection of native seamen engaging on foreign ships. The attention of the Board of Trade should be specially drawn to the sections in question.

CHAPTER X.

Masters' Wages, Disbursements and Liabilities.

79. *Section* 92.—The provisions of 52 & 53 Vict., c. 46, section 1 (masters' disbursements and liabilities), are not limited to the United Kingdom, and therefore apply to British India. They have been embodied in sub-sections (2) and (3) of section 92 of the Bill, in pursuance of the policy which has been adopted of making Part III as complete as possible.

CHAPTER XI.

Power to rescind Contracts.

80. *Section* 93.— Similar remarks apply in the case of 43 & 44 Vict., c. 16, section 8, which has been reproduced for India in section 93 of the Bill.

CHAPTER XII.

Wages and Effects of Deceased Seamen and Apprentices.

81. *Section* 94.—It is open to question whether the clause as to sale of effects should be retained. The point is reserved for further consideration. If the the clause is removed, then—

(*a*) the words "remaining in his hands" and "or received" in section 95 (1),

(*b*) clause (*j*) of section 166, and

(*c*) the words "or of the sale of the effects of" in clause (*c*) of section 168,

should also be struck out.

82. *Section* 97.—Section 21 of 25 & 26 Vict., c. 63, contains provisions for the recovery by the Board of Trade of the wages of seamen or apprentices who are lost with their ship. The section is (see section 1 and the heading prefixed to sections 13 to 24) to be construed as part of Part III of the Merchant Shipping Act, 1854, and can therefore be applied or adapted by the Indian Legislature under section 288 of the latter Act. There is no machinery by which the Board of Trade could exercise in India the powers conferred upon it by section 21 of 25 & 26 Vict., c. 63, and in the case of Indian ships it would, moreover, be more appropriate that those powers should be conferred upon Indian officials. The section has accordingly been embodied in sections 97 and 100 of the Bill, the power to recover wages being conferred upon a Superintendent of a Mercantile Marine Office and being limited to the case of wages of seamen or apprentices of ships registered in British India, and certain alterations in procedure being made (section 100 of Bill) to adapt the section to local circumstances.

83. Section 98.—Section 198 of the Merchant Shipping Act, 1854, contains provisions as to recovery of wages and effects of seamen or apprentices dying in the United Kingdom. Similar provisions would be useful in the case of seamen or apprentices dying in British India,

and the section mentioned has accordingly been embodied, with the necessary alterations, in section 98 of the Bill. There is no penal clause in section 198 of the Statute. The penal clause inserted in section 98 of the Bill is the same as that appearing in section 96.

84. *Section* 99—In this section references to sections 97 and 98 have been added.

85. *Section* 100.—See paragraph 82 of this note.

86. *Sections* 101 *and* 102.—The sections are so drawn as to cover the case of wages received by Superintendents under the new sections 97, 98 and 100.

87. *Section* 102.—Under Act I of 1859, section 53, a person claiming money belonging to the estate of a deceased seaman or apprentice, and whose claim is disallowed by the shipping master, can only present a petition to the High Court. It is proposed by section 102 (2) of the Bill to allow him to present his petition to any Magistrate.

88. *Section* 103.—Section 50 of Act I of 1859 follows section 184 of the Merchant Shipping Act, 1854. If the section is wanted at all, it should be more general in its terms, and it has accordingly been modified in section 103 of the Bill.

89. *Section* 104.—See paragraph 78 of this note.

CHAPTER XIII.

Provisions, Health and Accommodation.

90. *Section* 106.—This section is new, and introduces into India provisions similar to those enacted for the United Kingdom by sections 3, 4 and 6 (2) of 55 & 56 Vict, c. 37, passed last June. The necessity for inspecting seamen's provisions has been felt in India as well as in England. The recent case of the *Crofton Hall* at Calcutta is one in point.

The section deals only with certain classes of preserved provisions and water, for the crews of foreign-going ships. As to the inspection of provisions, not mentioned in the section, for European crews of foreign-going ships, of provisions for lascars of foreign-going ships, and of provisions and water for crews of home-trade ships, section 109 of the Bill makes sufficient provision.

91. *Section* 109 (1).—The words "or apprentices" are new, and the concluding words in italics have been inserted to prevent double inspections.

92. *Section* 110.—The words in brackets in section 66, clause (1), of Act I of 1859, excepting cases in which short allowance of provisions is recognised, are omitted from clause (2) of section 110 of the Bill for the reason stated in the third clause of paragraph 48 of this note.

In clauses (*i*), (*ii*) and (*iii*) of section 110 of the Bill, the rates of compensation payable to European seamen under section 66 of Act I

of 1859 for short allowance of provisions or bad provisions are raised from three, six and eight annas to four, eight and twelve annas, respectively, *per diem*, on account of the depreciation of Indian currency.

93. *Section* 111.—Under Act I of 1859, section 67, the obligation to carry medicines, &c, extends only to foreign-going ships and to home-trade ships exceeding 300 tons burden. By section 111 of the Bill this obligation has been attached to—

(1) all foreign-going ships,

(2) all home-trade ships carrying passengers, and

(3) all home-trade ships of 80 tons burden or upwards not carrying passengers.

The corresponding provisions of the present English law (30 & 31 Vict., c. 124, section 4) contain no exemptions in favour of home-trade ships. It is obviously desirable that home-trade ships of whatever burden carrying passengers should be supplied with medicines, &c. As to home-trade ships not carrying passengers, some reduction in the limit of tonnage fixed by Act I of 1859, section 67, seems desirable, and the limit fixed by section 111 (1) of the Bill is that proposed by section 54 in the case of agreements with seamen, *viz.*, 80 tons.

Medical stores and disinfectants have been specially mentioned in section 111 (1) of the Bill, in addition to medicines and medical appliances.

The power to fix the scales on which medicines, &c., should be supplied has been transferred from Local Governments to the Governor General in Council, because it is desirable that the scales should, as far as possible, be uniform.

Section 111 does not deal with the supply of lime, lemon-juice or other antiscorbutics for ships, this being a matter committed to Local Governments by section 6 of 30 & 31 Vict., c. 124.

Section 67 of Act I of 1859 was based on section 224 of the Merchant Shipping Act, 1854. The latter section has been repealed by section 3 of 30 & 31 Vict., c. 124; and alterations have accordingly been made in section 111 (2) of the Bill to assimilate the penal clauses with those at present standing in the English law, *viz.*, in section 4 of the Statute last mentioned. The reference to section 224 of the Statute of 1854 has similarly been altered in section 111 (3) of the Bill.

94. *Section* 113.—Act I of 1859, section 70, was based on the Merchant Shipping Act, 1854, section 231. The latter section has since been repealed by 30 & 31 Vict., c. 124, section 3, and re-enacted with modifications by section 9, clauses (1), (2), (6), (8) and (9), of that Statute. In section 113 of the Bill the existing Indian law has been modified so as to bring it into harmony with the English law, as contained in the clauses mentioned.

The English law (both, the existing law and the law of 1854) contains no express provision as to accommodation for lascars, but Act I of 1859, section 70, provides expressly for this matter. The clauses of that section relating to accommodation for lascars have been reproduced in section 113, sub-section (1), clause (*b*), and sub-section (3), of the Bill.

95. *Section* 114.—This section is inserted for discussion. Its policy has been questioned, and it is intended to refer the matter to Local Governments for further consideration.

96. *Section* 116.—Act I of 1859, section 69, is based on the Merchant Shipping Act, 1854, section 228. Since the former Act was passed, further provisions as to illness of seamen and apprentices have been enacted by Parliament in 30 & 31 Vict., c. 124, sections 7 and 8. Section 116 of the Bill embodies these further provisions, and makes certain further amendments in the Indian law. The important amendments are as follows :—

(1) In clause (*a*), the references in clause (1) of section 228 of the Merchant Shipping Act, 1854, to apprentices, and to expenses of burial, have been restored.

(2) In clause (*b*), clause (2), of the same section has been adapted to India.

(3) In clause (*c*), clause 3 of the same section has been adapted to India, with the addition of a proviso embodying section 8 of 30 & 31 Vict., c. 124, the proviso being expressed to apply to apprentices as well as to seamen.

(4) In sub-sections (2) and (3), section 7 of 30 & 31 Vict., c. 124, has been adapted to India, the owner's or master's liability being extended to expenses incurred on behalf of a seaman or apprentice by—

(*i*) any Local Government or Superintendent of a Mercantile Marine Office in British India, or,

(*ii*) any authorised officer in any other British Possession, or

(*iii*) any British Consular Officer.

(5) In sub-section (4), clause (4), of section 228 of the Merchant Shipping Act, 1854, has been adapted to India. That clause applies only to seamen and (in the case of burial expenses) to apprentices. Section 116 (4) of the Bill has been applied to masters also. It is not clear why the liability of a master's wages to deductions for expenses incurred by the owner in connection with the illness or burial of the master (in cases not provided for by section 116, sub-sections (1) and (2), of the Bill) should not be recognised by section 228 of the Merchant Shipping Act, 1854; but there seems no sufficient reason why this liability should not be imposed or recognised by Indian law. The point, however, is perhaps one that should be brought to the notice of the Board of Trade.

(6) The concluding words of section 69 of Act I of 1859, as to recovery of expenses, are reproduced in sub-section (5) of section 116 of the Bill with additions to cover expenses payable under the new sub-section (2).

The whole of section 116 is confined, like section 69 of Act I of 1859, to seamen, &c., belonging to ships registered in British India.

97. *Section* 117.—See paragraph 78 of this note.

CHAPTER XIV.

Complaints by Seamen and Apprentices.

98. *Section* 118.—Provision is made enabling a seaman or apprentice to go ashore to complain to a Superintendent of a Mercantile Marine Office, if he so desires, instead of to a Magistrate. The addition in question is taken from section 186 of the consolidating Bill of 1867.

99. *Section* 119.—See paragraph 78 of this note.

CHAPTER XV.

Protection of Seamen and Apprentices from Imposition.

100. *Section* 124.—Act I of 1859, section 77, was based on the Merchant Shipping Act, 1854, section 237. The latter section has been superseded in the United Kingdom by 43 & 44 Vict., c. 16, section 5, but has not been specifically repealed. The new section enacted by 43 & 44 Vict, c. 16, has been adapted to India in place of section 77 of Act I of 1859.

101. *Section* 125.—Act I of 1859, section 78, and the Merchant Shipping Act, 1854, relate to seamen only. Apprentices have been added in section 125 of the Bill.

102. *Section* 126.—See paragraph 78 of this note.

CHAPTER XVI.

Discipline.

103. *Section* 127.—Act I of 1859, section 80, following the Merchant Shipping Act, 1854, section 240, authorises the making of applications for removal of master by (among other persons) *the* part owner of the ship. This appears to be a clerical error, since there may be sixty-four part owners (see the Merchant Shipping Act, 1854, section 37, clause (2), as amended by 43 & 44 Vict., c. 18, section (2). In section 127 of the Bill the words "*a* part owner" are substituted.

104. *Sections* 130, *clauses* (1) *and* (2), 134 (1) *and* (3), *and* 143 (1) (*Imprisonment of deserters and arrest of deserters, without warrant.*)—One of the reasons for abandoning in 1883 the proposal to consolidate the Indian Merchant Shipping Acts was that some hesitaton was felt in re-enacting the provisions as to imprisonment of deserters and arrest without warrant which are contained in Act I

of 1859, section 83, clauses (1) and (2), and sections 86, 87, and 88, in view of the fact that the corresponding provisions in the Merchant Shipping Act, 1854, sections 243 (1), (2), and 246, were repealed as to the United Kingdom by 43 & 44 Vict., c. 16, section 12. It would probably not be expedient to attempt to retain the provisions in question for India after Parliament has deliberately, and after long and excited discussions, repealed them as to the United Kingdom. But, however this may be, there seems no sufficient reason why they should be retained. They have accordingly been excluded from sections 130, clauses (1) and (2), 134 (1) and (3) and 143 (1) of the Bill.

105. *Section* 130, *clauses* (1) (*a*) (*forfeiture of clothes and other effects of deserters*).—The words "all or any part of the clothes and effects he leaves on board." in Act I of 1859, section 83, clause (1), have been omitted from section 130 (1) (*a*), and similar words in Act I of 1859, section 93, have been omitted from section 141 (1). It seems sufficient that a seaman or apprentice who deserts should be deprived of his wages, without making him subject also to the loss of his clothes and other effects left on board.

106. *Section* 131.—This section (saving remedies for breach of contract) is new. It adapts to India section 54 of 46 & 47 Vict., c. 41.

107. *Section* 132 (1).—The provisions of section 132 (1) are repeated in section 166, clause (*a*), and section 168, clause (*e*), but the latter sections relate only to ships registered in British India (see section 165), while section 132 relates to British ships without restriction (see section 130).

108. *Section* 134.—The provision as to arrest of deserters without warrant, and the reference to imprisonment for desertion, in sections 86 and 87 of Act I of 1859, have been omitted from section 134 of the Bill.—See paragraph 104 of this note. The section has been further amended by incorporating the third and fourth paragraphs of section 10 of 43 & 44 Vict., c. 16, which amend the law of the United Kingdom as to the apprehension of deserters.

109. *Section* 135.—This section is new. It adapts to India provisions enacted by section 7 of 34 & 35 Vict., c. 110, and section 9 of 36 & 37 Vict. c. 85, as to allegations of unseaworthiness or unsafety of the ship, or insufficiency of accommodation for the crew, in prosecutions for desertion.

110. *Section* 137.—Act I of 1859, section 89, appears to apply only in the case of seamen who were shipped in British India. This limitation has been plainly expressed in section 137 of the Bill. The section has also been applied to apprentices shipped in British India.

111. *Section* 141 (1).—See paragraph 105 of this note.

112. *Section* 143 (1).—See paragaraph 104 of this note.

113. *Section* 143 (2).—This sub-section is new. It is taken from section 207 of the consolidating Bill of 1867.

114. *Section* 145 (1).—The provisions of this sub-section are repeated in section 166, clause (*a*), and section 168, clause (*e*); but those sections relate only to ships registered in British India (see section 165), while section 145 relates to British ships without restriction.

115. *Section* 146.—The insertion of the words "or foreign," makes it possible to repeal Act XIII of 1856, section 54, Madras Act III of 1888, section 70, and Bengal Act IV of 1866, section 42. Those sections appear to refer to seamen of foreign ships, as well as to seamen of British ships, and this seems to be the only substantial difference between them and section 97 of Act I of 1859.

A proviso has been added to section 146 of the Bill embodying the common rule, which finds a place in the exception to section 136 of the Indian Penal Code, as to the exemption of wives from punishment for harbouring their husbands.

116. *Section* 147.—The wording of this section, as to persons entitled to give consent, has been assimilated with the simpler wording of the second paragraph of section 148.

CHAPTER XVII.

Leaving Seamen or Apprentices in British India.

117. By section 4 of Act XIII of 1876, clause (1) of section 207 of the Merchant Shipping Act, 1854, which already applied to British India, was re-enacted for this country in a modified form. In pursuance of the policy of making Part III of the present Bill as complete as possible, certain further provisions of section 207 and certain provisions of sections 205 and 208 to 213 of the Merchant Shipping Act, 1854, as to leaving seamen or apprentices abroad, have been embodied in this Chapter, as they were in Chapter IV (sections 148 to 152 and 158) of the consolidating Bill of 1867, with such modifications as seem necessary for adapting them to Indian circumstances.

118. *Section* 149.—Section 205 of the Merchant Shipping Act, 1854, provides for the protection of seamen and apprentices where a British ship is disposed of out of Her Majesty's dominions. Section 149 of the Bill, following section 148 of the consolidating Bill of 1867, adapts the section to the case of the disposal of a British ship in British India. The section would not be required in the case of home-trade ships of small tonnage, and such ships have accordingly been excepted in section 149 of the Bill. In determining the limit of tonnage, that fixed by section 54 of the Bill in the case of agreements with crews, *viz.*, 80 tons, has been taken.

119. *Section* 150.—This section reproduces section 4 of Act XIII of 1876, substituting "the Superintendent of the Mercantile Marine Office" for "such officer as the Local Government appoints." It further embodies clause (3) of section 207 of the Merchant Shipping Act, 1854, with modifications similar to those made in clause (1) of the same section by section 4 of Act XIII of 1876.

Only clauses (1) and (3) of section 207 of the Statute of 1854 are reproduced, as in section 149 of the consolidating Bill of 1867. Clauses (2) and (4) apply only out of Her Majesty's dominions, and could not be re-enacted in an Indian Act.

By section 158 of the Bill of 1867 it was proposed to allow a Superintendent of a Mercantile Marine Office "to withhold his sanction to the discharge of any seaman or apprentice in any place situate in British India, although both the seaman or apprentice and the master consent to such discharge, whenever the Superintendent shall not be satisfied that the seamen or apprentice is sufficiently provided with the means of subsistence in such place." The question whether it is necessary to insert a section to this effect in the present Bill has been considered and decided in the negative.

120. *Section* 151 *and* 152.—Section 208 of the Merchant Shipping Act, 1854, has been embodied in section 151 of the Bill, and section 209 and the first two lines of section 210 of the same Act (with section 19 of 25 & 26 Vict., c. 63) have been embodied in section 152, because they follow upon clauses (1) and (3) of section 207 of the Act of 1854, which have been embodied in section 150 of the Bill.

CHAPTER XIX.

The Official Log.

121. *Section* 165.—Under Act I of 1859, section 103, the form of the official log has to be sanctioned by the Local Government. The power of sanction is, by section 165 of the Bill, transferred to the Govenor General in Council, in order to secure uniformity.

By section 280 of the Merchant Shipping Act, 1854, all ships "employed exclusively in trading between ports on the coasts of the United Kingdom" were excepted from the requirement as to having an official log, but this exception has since been repealed (save as to Scotland) by 46 & 47 Vict., c. 41, section 55. By Act I of 1859, section 103, an official log is required for every British ship registered in British India, except home-trade ships not exceeding 300 tons burden. This exception is, at the present day, wider than the necessities of the case demand; and the effect of the alteration made by section 165 (1) of the Bill will be to withdraw the exception altogether so far as regards home-trade ships carrying passengers, and to limit it, in the case of home-trade ships not carrying passengers, to ships of less than 100 tons burden.

122. *Section* 166.—Clauses 6 and 7 of section 105 of Act I of 1859, as to births and deaths, have been omitted. The corresponding clauses of section 282 of the Merchant Shipping Act, 1854, were repealed by the Births and Deaths Registration Act, 1874, (37 & 38 Vict., c. 88), section 54, and new provisions were enacted in their stead by section 37 of the same Act. This section 37 extends to all places and persons within British jurisdiction, and therefore supersedes clauses 6 and 7 of section 105 of Act I of 1859. It would have been convenient to retain these clauses in the Indian Statute law, but it is not possible to do this after their supersession by Parliamentary legislation

As to clause (*j*) of section 166 of the Bill, please see paragraph 81 of this note.

123. *Section* 168.—Section 106 of Act I of 1859 is not clearly expressed. The section has been re-drawn to bring out the meaning more plainly.

124. *Section* 171.—This section has been expressly stated to apply whether a ship is registered in British India or not. This appears to be the intention of Act I of 1859, section 109, although section 103 of Act (= section 165 of the Bill) relates only to ships registered in British India.

* As to home-trade ships, the words "of a burden exceeding three hundred tons" have been altered to "which is required by section 31, sub-section (3), to have a certificated master", so as to follow the alteration made in section 165 of the Bill and explained in the second clause of paragraph 121 of this note.

CHAPTER XX.

Recovery of Fines imposed abroad.

125. *Section* 173.—In Act VII of 1880, section 60, there is a provision as to the recovery, in the local currency, of fines imposed under the section beyond the limits of British India. This provision, if wanted at all, is needed for Part III of the Bill generally. It seems as well to retain the provision, but to make it of general application, with reference to the Merchant Shipping Act, 1854, section 288 (printed in the preamble to Part III of the Bill), which authorises the infliction in any part of Her Majesty's dominions of penalties imposed under any law passed in pursuance of the section. Section 173 of the Bill has been framed accordingly.

PART IV.

SAFETY AND PREVENTION OF ACCIDENTS.

CHAPTER XXI.

Life-saving Appliances.

126. The whole of this chapter is new. It re-enacts for India the provisions of the Merchant Shipping (Life-saving Appliances, Act, 1888 (51 & 52 Vict., c. 24). That Statute already extends to India, since it applies to all British ships and is not locally restricted; but the practical working of the Statute depends entirely on the making of rules under section 3, and the rules made by the Board of Trade do not apply to India. In a letter dated 21st December, 1889, the Board wrote that they "do not propose to take any steps with regard to the life-saving appliances on board ships leaving ports out of the United Kingdom," and that "it will be competent for the Government of India to take such steps as they may think fit with regard to the enforcement of the rules in India." The proper course appears to be to re-enact the provisions of the Statute for India and to give the Local Governments (with the previous sanction of the Governor General in

Council) power to make rules for working it, it being understood that rules will not be made unless suitable persons can be found to act as inspectors. If at any future time the Board of Trade should make rules under the Statute for India, Chapter XXI of the Bill would, of course, cease to have effect.

It may be mentioned that sections 292 to 294 of the Merchant Shipping Act, 1854 (as to boats for sea-going ships), which are repealed by the Statute of 1888, were applied, by Bombay Act II of 1864, section 15, to steam-ships proceeding to sea from the Bombay Presidency, and were included in the consolidating Bill of 1867, sections 231 to 233, for application to steam-ships proceeding to sea from any place in British India. It is proposed by section 2 of the present Bill to repeal section 15 of Bombay Act II of 1864, as it will not be needed if Chapter XXI becomes law.

The alterations of importance made in re-enacting the Statute of 1888 are as follows :—

(1) *Section* 175.—Native passenger-ships duly provided with life-saving appliances under the special rules made under section 324 are expressly excepted from the operation of Chapter XXI.

Native craft not square-rigged are also excepted, because it is unnecessary to require them to carry such things and it would not be possible in their case to enforce the law.

(2) *Section* 177.—Clauses (*b*), (c) and (*d*) of section 4 of the Statute are omitted, because the Indian Legislature, in the absence of a special authorisation by Parliament, is not competent to enact laws for regulating the conduct of European shipmasters at sea. The omission is not, however, of great consequence, since clause (*a*) can be retained, and it is practically sufficient to take power to secure that life-saving appliances be placed on board before a ship sails.

(3) *Section* 178.—Clause (*a*) of section 5 of the Statute has been altered to follow the ordinary Indian procedure, as laid down, *e.g.*, in section 181 of the Bill. (The words "section fourteen," in clause (*a*), should evidently be "section fifteen.")

CHAPTER XXIII.

Survey of Steam-ships.

127. *Section* 194.—There is an inconsistency between section 13 (2) and section 24 (*c*) of Act VII of 1884, as to form of certificates of survey, the former providing that the form shall be such as the Governor General in Council may direct, while the latter authorises the Local Government [with the previous sanction of the Governor General in Council—see section 42 (5)] to make rules declaring the form. In section 194 (2) of the Bill an alteration has been made to assimilate the former provision with the latter.

CHAPTER XXIV.

Unsafe Ships.

128. The following sections of 39 & 40 Vict., c. 80, namely,—

(*a*) sections 4 and 5,

(*b*) section 22 (since repealed and re-enacted by 43 & 44 Vict., c. 43), and

(*c*) section 25,

relating respectively to unseaworthy ships, grain cargoes and deck-lines, apply to British ships, whether in the United Kingdom or in British India. They were, however, re-enacted for India by Act VII of 1880, sections, 5, 6, 32 and 33, so as to secure their application to "British Indian" ships, *i.e.*, ships registered under Act XIX of 1838 or Act X of 1841, doubts having been felt as to whether ships so registered were in all respects "British ships."

Under the operation of sections 7 and 9 of the Bill the class of "British Indian ships" will cease to exist, that is to say, ships which are now "British Indian" will become "British." The provisions of 39 & 40 Vict., c. 80, sections 4, 5 and 25, and 43 & 44 Vict., c. 43, section 3, will then apply to these ships. There is therefore no necessity for retaining sections 5, 6, 32 and 33 of Act VII of 1880, which have accordingly been omitted from the Bill.

A consequence of omitting these sections is that the ships mentioned in Act VII of 1880, section 3, clause (*b*), and clause 2 (added by Act XVII of 1891, section 2), will lose the benefit of the exemptions conferred by, or conferable under, those clauses, so far as the provisions relating to unseaworthy ships, grain cargoes and deck-lines are concerned. This, however, does not appear to be a matter of any practical consequence, because—

(1) under section 4 of 39 & 40 Vict., c. 80, no prosecution for sending or taking an unseaworthy ship to sea can be instituted without the sanction of the Local Government;

(2) section 3 of 43 & 44 Vict, c. 43, has no practical application in India, where grain is shipped in bags and not in bulk; and

(3) section 25 of 39 & 40 Vict., c. 80, excepts coasting ships under eighty tons register, and fishing ships, from the operation of the law as to deck-lines.

129. *Section* 205.—The effect of the words "home-trade" in clause (*a*) of section 205, when read with section 3, clause (3), is that a ship trading with the Straits will be regarded as engaged in the home-trade and not, as at present, as engaged in the foreign trade, and will therefore be exempted from the provisions of Chapter XXIV. By Act VI of 1891, section 5, voyages to the Straits were transferred

from the category of foreign voyages to that of home-trade voyages for the purposes of Act I of 1859; and, for the sake of uniformity, it seems desirable that a similar change should be made for the purposes of Act VII of 1880, Chapter II.

The second clause of section 3 of Chapter II of Act VII of 1880 applies to the chapter generally; but the intention appears to have been to apply it to the deck and load-line provisions only. The clause has accordingly been limited in section 205 (3) of the Bill to the provisions as to load-lines (the provisions as to deck-lines having been removed altogether, as explained in paragraph 128 of this note). Further, it is only necessary that sub-section (3) of section 205 should apply in the case of the load-line provisions, since sub-section (1) makes all necessary exemptions from the provisions as to unsafe ships.

130. *Section* 206.—The definition of "Port," as placed in Act VII of 1880, section 2, applies to the whole of that Act. It is, however, only wanted for the purposes of the provisions as to unsafe ships, and is accordingly so limited in section 206 (1) of the Bill.

To the definition of "unsafe" in section 206 (2) of the Bill has been added a clause introducing into India section 1 of 55 and 56 Vict., c. 37, passed last June.

131. *Section* 227.—This section reproduces section 29 of Act VII of 1880 exactly as it stands in the Act. It is not, however, quite clear what is meant by "the remuneration of the surveyor or officer of the Local Government." The words are taken from paragraph 3 of section 10 of 39 and 40 Vict., c. 80, where the phrase is "the remuneration of the surveyor or officer of the Board of Trade." They probably mean the remuneration of—

(*a*) surveyors appointed under sections 8, 12 and 19 of the Act [= sections 208, 214 (3) and 220 of the Bill], and

(*b*) detaining officers appointed under section 11 of the Act [= section 214 of the Bill],

but not—

(*c*) any portion of the salary of a Judge of a Court of Survey [section 14 of the Act = section 216 of Bill], or

(*d*) any payment to assessors or referees selected or appointed under sections 9, 15 and 24 of the Act [= sections 210, 211 and 216 of the Bill], or

(*e*) any payment to any other person who may be engaged in carrying out the orders of the Local Government in connection with detention.

Local Governments might be asked to state the existing practice and to suggest an amendment to make the meaning clear.

132. *Section* 236.—The alterations (printed in italics) made in the part of this section assimilate the section with the first paragraph of section 13 of 39 & 40 Vict., c. 80. The Statute 53 Vict.,

c. 9, section 4, appears to refer only to section 13 of 39 and 40 Vict., c. 80, and the latter section relates only to the provisions as to the detention of unsafe ships, and not to the provisions as to load-lines. As section 85 of Act VII of 1880 is drawn it might be held to refer the whole of Chapter II of that Act [= Chapter XXIV of the Bill]; but the section ought clearly to be limited to the cases in which the corresponding English law applies; and this is what is secured by the alterations made in section 236 of the Bill.

133. By Act VII of 1880, section 53, the Local Government was empowered to delegate to Port Commissioners certain of its powers and functions as to the detention of unsafe ships. It is unnecessary to retain this section, and it has been omitted. It was inserted because the Government of Bengal did not wish to be at the expense of appointing surveyors and the Calcutta Port Trust agreed to employ one. This example was not followed by any other Port Trust, and the Calcutta Surveyor has since been taken over from the Trust by the Government. It is now recognized that the discharge of such functions rests properly with the Government and not with bodies such as Port Trusts.

134. *Section* 245.—This section is new. It introduces into India a penal clause enacted by section 2 of 55 & 56 Vict., c. 37, passed last June. At present there is no penalty for breach of a rule made under clause (*d*) of section 40 of Act VII of 1880 [= clause (*d*) of section 242 of the Bill].

CHAPTER—XXV

Ship Surveyors.

135. The only alteration of substance made by this chapter is that the power of the Local Government to exempt ship surveyors from the operation of section 69 of Act VII of 1880 [= section 247 of the Bill] has been restricted to the case of persons who exercised their profession before the date on which that Act came into force. It is, however, open to question whether the chapter ought to be continued on the Statute-book at all. Its provisions appear to be without precedent elsewhere, and they tend to interfere with the ordinary course of shipping and insurance business.

PART V.

WRECKS, CASUALTIES AND INVESTIGATIONS.

CHAPTER XXVII.

Investigations into Casualties and Charges against Masters, Mates and Engineers.

136. *Section* 258.—By Act V of 1883, section 4 (1), the powers conferred by section 80 of Act I of 1859 on Admiralty Courts are saved. By section 4 (2) of the first-mentioned Act those powers were in certain cases extended to principal Criminal Courts; but the saving does not extend to them. This seems to have been an accidental omission (*c.f.*) section 234 of the Bill), and it has been rectified by section 258 of Bill.

137. *Section* 259.—Under the existing law no obligation is laid upon any one to give notice of a loss in cases referred to in caluse (*e*) of sub-section (*f*). By section 22 of 36 & 37 Vict, c. 85, the managing owner or the ship's husband is required to give notice of an apprehended loss; and this section has been adapted by section 259 (4) of the Bill to fill the gap just mentioned in Indian legislation.

138. *Section* 263.—Under the existing law [Act V of 1883, section 10,] the Local Government may direct an independent investigation into a charge of incompetency or misconduct to be made by—

(*a*) a Court of Admiralty, or

(b) (where there is no Court of Admiralty) a principal Court of ordinary criminal jurisdiction.

There appears to be no sufficient reason why the Local Government should not be empowered to select a Court of lower grade, and it might well be convenient to do so. Presidency Magistrates and (or the Mufassal) Magistrates of the first class have accordingly been added in section 263 of the Bill.

139. *Section* 268.—By sub-section (2) of this section, the Recorder of Rangoon is declared, as in Act VI of 1884, section 39 (2), to be the High Court for the purposes of the section for the whole of Lower Burma.

140. *Section* 270.—When an investigation has been held into a shipping casualty or into the conduct of a master, mate or engineer, it is desirable that the Local Government should, if sufficient cause arises, have power to order a re-hearing. The only power under the existing law to order a re-hearing is that conferred on the Board of Trade by section 2 of 42 & 43 Vict., c. 72, and section 6 of 45 & 46 Vict., c. 76. The provisions of the sections named, as to re-hearing have been incorporated, with the necessary alterations, in section 270 of the Bill, the Local Government being substituted for the Board of Trade. The section will not, course, interfere with the power of the Board of Trade to order a re-hearing in any case in which the Local Government has omitted to do so.

PART VI.

CHAPTER XXVIII.

Assistance to Passengers abroad.

141. This chapter should be referred to the Home and Revenue Departments for any suggestions which they may wish to make for its amendment. For instance, it is probable that "Guiana should be struck out of clause (*b*) of section 272 because emigration to French Guiana has been prohibited, and the enumeration of voyages in the section may need revision in other respects.

PART VII.

NATIVE PASSENGER-SHIPS.

142. A Commission was appointed in 1890 to enquire into the administration of the Native Passenger-ships Act (X of 1887). This Part has been framed so as (*a*) to give effect to such of the recommendations of the Commission necessitating an amendment of the Act as have been accepted by the Government of India, and (*b*) to make certain amendments in the Act with a view to securing better control over the pilgrim traffic to the Red Sea.

CHAPTER XXIX.

Preliminary.

143. *Section* 279.—The definitions of "long voyage" and "short voyage" in section 5 of Act X of 1887 have been amended, and definitions of "shelter-port voyage" and "excursion voyage" have been inserted, in accordance with number (2) of the Commission's recommendations.

To the definition of "long voyage" has been added a clause declaring all voyages between British India and the Red Sea to be "long" voyages.

144. *Section* 280.—Additions have been made with reference to the new classes of "shelter-port" and "excursion" voyages.

CHAPTER XXX.

General Provisions as to Voyages.

145. *Section* 284 (1).—Certificate B is discontinued in the case of "short" voyages, in accordance with number (40) of the Commission's recommendations which has been referred to Local Governments for further consideration.

146. *Section* 284 (2).—As to the contents of Certificate A, the clause in section 10 of Act X of 1887 regarding the number of passengers which a ship is capable of carrying has been amplified in the case of short, shelter-port and excursion voyages in the manner proposed in number (40) of the Commission's recommendations.

Sub-clause (*iii*) [= clause (*e*) of section 11 of Act X of 1887 has been modified so as to follow section 302 of the Bill. And, since Certificate B is not required by the Bill for short voyages, it has been necessary to transfer this sub-clause from that certificate to Certificate A.

Clause (*d*) of sub-section (2), as to the medical officer [part of clause (*f*) of section 11 of Act X of 1887], has been altered so as to cover all cases in which a ship is required by section 291 of the Bill to carry a medical officer. And, since Certificate B is not required by the Bill for short voyages, it has been necessary to transfer this clause from that certificate to Certificate A.

147. *Section* 287.—Alterations have been made in this section in view of the fact that some of the particulars required by section 284 (2) to be inserted in Certificate A would not appear in certificates of survey.

148. *Section* 288 (3).—This sub-section is new. It is inserted in accordance with number (40) of the Commission's recommendations.

149. *Section* 291.—By Act X of 1887, section 26, a ship carrying more than 100 Native passengers between British India and the Red Sea is required to have a medical officer. This requirement is extended, by section 291 of the Bill, to ships carrying more than 400 native passengers—

(1) between the Coromandel Coast and Rangoon ;

(2) between Calcutta and Rangoon ;

(3) between any port in the Bombay Presidency and any port not in that presidency or ;

(4) between Aden and any other port in the Bombay Presidency.

So far as regards cases (1) and (2) this extension is made in accordance with number (2) of the Commission's recommendations.

150. *Section* 292.—Sections 20 and 23 of Act X of 1887 are in this section combined, and a report as to deaths is required to be made at the first port at which the ship calls. These amendments follow number (38) of the Commission's recommendations.

151. *Section* 293.—This section gives effect to the first part of number (39) of the Commission's recommendations, while clause (*h*) of section 324 gives power to act upon the second part of that recommendation.

CHAPTER XXXI.

Special provisions as to Long Voyages.

152. *Section* 297 to 300.—These sections have been placed under a separate heading, for greater clearness.

To section 300 has been added a sub-section authorising the detention of persons who have been in contact with others suffering from a dangerously infectious or contagious disease.

CHAPTER XXXII.

Special provisions as to Short, Shelter-port and Excursion Voyages.

153. *Section* 301.—This section embodies numbers (11) and (13) of the Commission's recommendations, proviso (*b*) being, however, applied in the case of both fair and foul seasons, instead of, a recommended by the Commission, during foul seasons only.

The space to be provided in sailing ships performing a short voyage or a shelter-port voyage during a season of foul weather has been stated tentatively at nine superficial and fifty-four cubic feet, pending receipt of replies from Local Governments to a reference which has been made to them on the subject.

154. *Section* 302—This section has been altered so as to apply during fair seasons only, and it has been extended to shelter-port and excursion voyages. Foul seasons are provided for by proviso (*a*) to section 301. The alterations follow number (8) of the Commission's recommendations.

155. *Section* 303.—Act, X of 1887, section II (*c*), requires, in the case of a short voyage, that a statement be made in Certificate B that food, fuel, water and other things prescribed by rule have been placed on board. Instead of continuing this requirement, the master is required to certify, in the case of short, shelter-port and excursion voyages, that the articles in question have been placed on board. This amendment follows number (40) (*c*) of the Commission's recommendations, which has been tentatively accepted by the Government of India.

Clauses (*b*) and (*c*) of section 303 are new, and follow number (40) (*c*) and (*e*) of the Commission's recommendations.

As section 303 stands, it is unnecessary to continue the requirement in section 19 of Act X of 1887 as to obtaining a supplementary certificate when additional passengers are taken on board at an intermediate port.

Chapter XXXIV.

Supplemental Provisions.

156. *Section* 324—Clause (*h*) is new—see paragraph 151 of this note.

PART VIII.

Chapter XXXV.

Coast-light Dues.

157. *Section* 330.—Power has been given to abolish coast-light dues, either entirely or in respect of any class of ships. It is expedient that the Government should possess this power, to be exercised when it is found that certain ships are made to pay dues which derive no benefit from the lights, or when the receipts are much in excess of the expenditure.

158. *Section* 334.—The rule laid down in clause (1) (*a*) apparently applies, in the existing law [Act IX of 1879, section 9 (*a*)], only to ships registered in the United Kingdom or British India. It has been clearly stated in the Bill to apply to ships registered in the United Kingdom or any British Possession.

In clause (1) (*a*) and (*b*), "certificate of registry" has been substituted for "register." The register-book is kept by the Registrar (see the Merchant Shipping Act, 1854, section 32), and what is kept by the owner or master is a "certificate of registry" (*ib.*, section 44).

In clause (1) (*b*), the method of ascertaining the tonnage of British registered ships has been indicated.

Clause (3), as to cases in which tonnage cannot be ascertained by the ordinary rules, is new. It is copied from clause (3) of section 41 of Act X of 1889.

PART IX.

CHAPTER XXXVI.

Miscellaneous.

159. *Section* 341.—In this section the several clauses in the existing Acts declaring persons to be "public servants" have been combined.

160. *Section* 343.—This section embodies the common clauses as to rules now usually inserted in Acts of the Governor-General in Council, some of which do not appear in the earlier Acts consolidated by this Bill.

Rules as to grant of certificates to masters, mates, engineers and engine-drivers have been excepted from the condition as to previous publication in draft.

The clause in section 42 (2) of Act VII of 1884 requiring directions by the Governor-General in Council as to the manner of publishing draft rules to be notified in the Gazette of India, has been omitted. A simple direction by letter is sufficient, and there is no necessity for a formal notification in the Gazette.

The clause in section 40 (3) of Act VII of 1880, directing that rules as to load-lines, shall not be formally promulgated for ninety days after their publication in draft, has been omitted as being no longer necessary. Rules on this subject have now been for some time in operation, and their principles are known to the shipping community.

161. *Section* 344.—Offences against Act I of 1859 are triable only by a Magistrate of the first class (see section 112 of the Act and section 3 of Act X of 1882); offences against Act VII of 1884 by a Presidency Magistrate or a Magistrate of the first class (see section 38 of the Act); and offences against Act X of 1887 by a Magistrate of the first or second class (see clause (7) of section 5 of the Act), None of the other Acts consolidated by the Bill have any provision on this subject. The provision in Act VII of 1884, section 38, has been adopted in section 334 of the Bill and applied to offences against any clause of the new Act or against any rule made thereunder.

Offences mentioned in section 130 of the Bill are declared by that section to be triable summarily. it is, however, unnecessary that Magistrates should be specially empowered by the Local Government under section 260, clause (2), of Act X of 1882, before dealing with such offences, and sub-section (2) of section 344 has been inserted in the Bill in order to make this clear.

162. *Section* 345.—Provisions to the effect of this section are enacted in Act VII of 1880, section 34 (as regards offences against Chapter II, Chapter III or Chapter V of the Act only), Act VII of 1884, section 49, and Act X of 1887, section 47. The three sections mentioned have been assimilated and applied in the case of any offences against the new Act or against any rule made thereunder.

163. *Section* 346.—Provisions to the effect of this section are enacted in Act I of 1859, section 111, Act V of 1883, section 16 (as to

trials referred to in section 15 of the Act only), and Act X of 1887 section 50. The three sections mentioned have been combined, with the alterations mentioned below, and applied in the case of any legal proceeding under the new Act.

The alterations are as follow :—

(1) Depositions are made admissible if the defendant or the person accused, as the case may be, fails to produce the witness, instead of, as at present, on proof that the witness cannot be found within the jurisdiction.

(2) The clause as to cross-examination of the witness whose deposition it is proposed to receive in evidence is applied to civil as well as criminal cases.

(3) It is provided that, where such a cross-examination has taken place, the deposition shall not be received in evidence unless the examination is recorded as part of the deposition.

164. *Section* 348.—Provisions to the effect of this section are enacted in Act I of 1859, section 113, Act VII of 1884, section 40 (as to fines only), and Act X of 1887, section 46 (2) (as to fines only). The three sections mentioned have been assimilated and applied in the case of any order by a Court or Magistrate under the new Act for payment of money.

165. *Section* 349.—The provisions of this section appear in Act X of 1887, section 49, but not in any other of the Acts which are consolidated by the Bill. The section has been given general application.

PART X.

Inland Steam-Ships.

166. The Inland Steam-vessels Act (VI of 1884) has been considerably amended by Acts III of 1890 and XIII of 1891, and a minor amendment has been made by Act XII of 1891; and it would be a convenience to have these Acts consolidated. Another reason for consolidation is that repealing and saving clauses were inserted in Act VI of 1884 (sections 3 and 4) for both that Act and the Indian Steam-ships Act (VII of 1884), and it is convenient to continue these combined clauses, as is done by section 2 of the present Bill.

It is desirable, as stated in Mr. Ilbert's speech in Council on the 2nd March, 1883, to keep the provisions as to inland steam-ships in a separate Act, rather than to embody them in an Act dealing with merchant shipping, because the law on the latter subject is liable to be affected by legislation in England, while the regulation of inland steam-ships is a matter solely within the scope of Indian legislation. It is hoped, therefore, that Part X of the present Bill may hereafter be removed, and that if the suggestion to consolidate the Acts relating to inland steam-ships is ultimately adopted, a separate Act may be passed for the purpose.

The Inland Steam-vessels Act, 1884, and the Indian Steam-ships Act, 1884, were companion measures, and ran generally on similar lines; and in Part X of the present Bill alterations and additions corresponding with those made in the preceding parts of the Bill have been made with the object of maintaining this similarity. The arrangement of clauses has also been assimilated.

CHAPTER XXXVII.

Preliminary.

167. *Section* 352, *clauses* (4) *to* (7).—The definitions of "Board of Trade certificate," "Colonial certificate," "local certificate" and "inland certificate" have been inserted to simplify the wording of Chapters XXXVIII to XL of the Bill. The first three definitions follow those contained in section 3, clauses (6) to (8) of the Bill.

168. *Section* 354.—This section is new. It is similar to section 4 of the Bill.

169. *Section* 358.—A report is required as to—

(*a*) the sobriety, experience, ability and general good conduct of applicants for a master's or serang's certificate, and

(*b*) the sobriety, experience and ability of applicants for an engineer's or engine-driver's certificate.

These additions assimilate the section with section 25 of the Bill.

170. *Section* 362.—The power to make rules as to grant of certificates is transferred (as in section 30 of the Bill) from the Local Government to the Governor General in Council, because it is desirable that such rules should be identical throughout British India.

171. *Section* 363.—This section is new. It has been inserted as a means of avoiding complicated clauses in section 364 of the Bill (= section 28 of Act VI of 1884).

172. *Section* 376.—There is an inconsistency between section 11 (2) and section 21 (*c*) of Act VI of 1884, as to form of certificates of survey. An alteration has been made in section 376 (2) of the Bill similar to that made in section 194 (2) (see paragraph 127 of this note).

173. *Section* 394.—Courts of Presidency Magistrates and Magistrates of the first class have been added, as in section 263 of the Bill (see paragraph 138 of this note).

174. *Section* 401.—This section follows section 270 of the Bill, which is noticed in paragraph 140 of this note.

175. *Section* 409.—Rules as to the grant of certificates to masters, serangs, engineers and engine-drivers have been excepted from the condition as to previous publication in draft.

The clause in section 69 (2) of Act VI of 1884, requiring directions by the Governor General in Council as to the manner of publishing draft rules to be notified in the Gazette of India, has been omitted—see third clause of paragraph 160 of this Note.

176. *Section* 412.—Alterations have been made in this section similar to those made in section 346 of the Bill and noticed in clauses (1) and (3) of paragraph 163 of this note.

177. *Section* 415.—This section follows section 349 of the Bill, which is noticed in paragraph 165 of this note.

SCHEDULES.

178. *Schedule I.*—As to the repeal of Act XIII of 1856, section 54, Madras Act III of 1888, section 70, and Bengal Act IV of 1886 section 42, see paragraph 115 of this note.

The portions of section 31 of Act IX of 1874 which are proposed for repeal are superfluous—see the Merchant Shipping Act, 1854, section 211, and 18 & 19 Vict., c. 91, section 16.

As to the repeal of Bombay Act II of 1864, section 15, see paragraph 126 of this note.

As to the repeal of the enactments mentioned in Part B of the schedule, see paragraph 20 of this note.

179. *Schedule II.*—See the second clause of paragraph 8 of this note.

180. *Schedule III.*—See clause (1) of paragraph 32 of this note.

F. G. WIGLEY.

Simla, 1892.

No. 97.

From J. M. MACPHERSON, Esq., Offg. Secretary to the Government of India, Legislative Department,

To the CHIEF SECRETARY to the GOVERNMENT of Bombay.

CALCUTTA, 10*th January*, 1893.

SIR,—I am directed to forward herewith forty copies of the papers noted on the margin, and to request that the Governor in Council will favour the Government of India in this Department with an expression of his opinion on the provisions of the Bill (except as regards Part X, the omission of which it is intended to move in Select Committee), and with the opinions of the Hon'ble the Judges of the High Court and of the Bombay Chamber of Commerce and of such selected officers and other persons as the Governor in Council may think fit to consult on the subject. I am to suggest that the papers should be freely circulated, *gratis* to all Indian firms interested in shipping.

A Bill to consolidate and amend certain Indian enactments relating to Merchant Shipping and the carriage of passengers by sea, with Statement of Objects and Reasons, and a Note on the Bill by Mr. F. G. Wigley, Barrister-at-law.

2. In paragraphs 8, 95, 131 and 153 of Mr. Wigley's note are mentioned some points which have arisen in connection with the Bill to which I am specially to invite attention. I am to observe that section 114 of the Bill was framed after correspondence with Local Governments, and that the policy of retaining it is open to question. The Government of India is inclined to think that it is not necessary or expedient to fix by statute the dimensions of a lascar's chest, and that, if shipowners or shipmasters consider it desirable that the dimensions should be reduced, the best course to adopt will be to sanction the insertion of a clause in the articles of agreement which will enable the shipmaster to stipulate for the restriction of the dimensions of a chest to some specified limit. If, however, as has been said, the space required by law (see section 113, clause (*b*), of the Bill, which reproduces Act I of 1859, section 70, clause 2, as amended by Act XIII of 1876, section 9,) to be provided for lascars, namely, six superficial and thirty-six cubic feet for each man, is too small for health, it would seem preferable to increase it. In considering this question, it will, of course, not be forgotten that lascars rarely, if ever, all occupy at one and the same time the space assigned to them. It should also be remembered that it is proposed by section 113, clause (*a*) of the Bill to increase the space required for European seamen from ten superficial feet and sixty cubit feet (see Act I of 1859, section 70, clause 1, as amended by Act XIII of 1876, section 9,) to twelve superficial and seventy-two cubic feet. This alteration has been proposed in order to assimilate the Indian law as to accommodation for European seamen with the present English law, as contained in clause (1) of section 9 of 30 & 31 Vict., c. 124; and it is probably desirable to make a corresponding alteration in the amount of space to be provided for lascars.

3. I am to request that the Bill and Statement may be published in the Bombay Government Gazette in English and in such other languages as the Governor in Council may deem proper, and that the dates of publication of both may be communicated in your reply.

The Publisher of the Gazette of India at Simla has been instructed to furnish the Publisher of the Bombay Government Gazette with English copies of the Bill and Statement (in Gazette form) for publication in the latter Gazette.—I have, &c.,

J. M. MACPHERSON,
Offg. Secretary to the Government of India,
Legislative Department.

BOMBAY CHAMBER OF COMMERCE, 12*th June* 1893.

The SECRETARY to GOVERNMENT, MARINE DEPARTMENT, Bombay.

SIR,—I have the honour, by direction, to address you respecting the "Indian Merchant Shipping Bill, 1892," received under cover of your letter No. 20 of 24th January 1893, on which Government have been good enough to solicit the opinion of the Chamber.

2. Following the usual custom when a Bill of an important character is submitted for the criticism of the Chamber, a Special Committee was appointed to report upon the proposed enactment, and its provisions (with the exception of part X) have, accordingly, been most carefully considered, clause by clause.

3. I am now directed to say that the Bill as a whole meets with the approval of the Chamber as likely to place the existing law on merchant shipping and the carriage of passengers by sea on a much more satisfactory basis than now exists; and where no criticism is offered, it will be understood that the provisions of the Act are approved.

4. The Committee of the Chamber regret to notice, however, that the enactment embodies nothing respecting the disputed question of what decks were to be measured for passengers—a point upon which the Report of the Native Passenger Ships Commission, dated Calcutta, 28th February 1891, treats as the first and most important to be enquired into. Nor do the draft rules under the Native Passenger Ships Act (which the Committee of the Chamber have considered in conjunction with the Indian Merchant Shipping Bill, but on which they consider it desirable to render a separate report) take any cognisance of this point. The matter is important especially in connection with the coasting passenger trade of Bombay; but it is possible Government may prefer to deal with it entirely under the draft rules already mentioned.

5. The following alteration and emendations are suggested :—

PART II.

CHAPTER II.

Section 11, *Sub-Section* (2). This Section, the Committee consider, should be altered to read as follows :—"The Local Government shall make "rules to provide for measuring and ascertaining "whether for the purpose of registry or otherwise "the tonnage of native coasting ships and for mark- "ing the tonnage on such ships, and the owner of

"any such ship shall have the tonnage measured, "ascertained and marked in accordance with rules "made under this Sub-Section."

Section 13, *Sub-Section* (2). This Section, as it stands at present, seems to exempt native ships from providing privies in the same way as British Ships. The Committee see no reason for such exemption, and would suggest that the section be amended accordingly.

PART III.

CHAPTER IV.

Section 25 (*b*). The Committee are of opinion that rules should be provided in connection with this section for having native engineers examined in their own language, as it is quite possible that a man may have a sound practical knowledge of his work without at the same time being so proficient in English as to give him a fair chance in his examination for a certificate. Provided the rules were so amended the Committee would further suggest that in cases where this examination has been permitted in the vernacular, special certificates should be granted not permitting the holders thereof to be employed with English-speaking crews.

CHAPTER V.

Section 31 (2) speaks of a foreign-going British ship of a burden of one hundred tons or upwards. In the opinion of the Committee the word "burden" does not convey any specific meaning, and they would therefore suggest that in this section, and wherever the word occurs throughout the Act, "net registered tonnage" should be substituted.

Section 31, *Sub-Section* (5) provides that the provisions of Section 31 "shall not apply to any sailing ship not carrying passengers, which is navigated and manned exclusively by Arabs, lascars or other Asiatic masters and seamen." The Committee do not think that such an exemption should be made in favour of native manned ships, as they may, from want of

proper management and knowledge, endanger other vessels; and in the interests of safe navigation, therefore, as much precaution should be taken to see that these vessels are safely navigated as in the case of British-manned vessels.

Section 32 (*b*). The Committee consider 100 nominal horse-power a very indefinite mode of expressing the power of a steamer, and they would ask that a definition should be given under the Act as to what constitutes "Nominal horse-power."

CHAPTER VII.

Section 50 (*f*). In connection with this Sub-Section the Committee think it would be advisable that the Articles of Agreement should retain a clause as now, forbidding native seamen taking surplus food ashore when leaving their vessels on arrival. This is a very frequent occurrence and not only has it a tendency to aid pilfering, but seamen by hoarding up their food are apt to injure their health for the sake of the value of the small quantity which they can save.

CHAPTER IX.

Section 86 (1). As the latter part of this section is, in the opinion of the Committee, very indefinite, they would suggest that the last three-and-a-half lines should be altered to read as follows:—

"notwithstanding anything in the Agreement, be made "at the current rate of Exchange for demand Bank "Bills on London at the place where the payment is made," at the same time cancelling Sub-Section (2) which is thus rendered unnecessary.

CHAPTER XIII.

Section 114. The whole of this section might, the Committee think, be eliminated with advantage, as owners have ample power of protection under *Section* 50, *sub-section* (2), which enables them to lay down any stipulation they may deem necessary in such matters.

Chapter XVII.

Section 152 (1). The insertion of the words "the Superintendent" is recommended in the third line from the last after the word "and," making the sentence read "and the Superintendent shall pay such wages to the seamen" &c. This protection is in accordance with the previous part of the section, and is certainly desirable in the interests of seamen or apprentices.

Chapter XVIII.

Section 157 provides that the master of every British ship shall afford a passage and subsistence to all seamen and apprentices at the rate of not exceeding one for every 50 tons burden. This requirement calculated on the size of large modern steamers might become a serious matter, and the Committee think it would be ample to make the provision at the rate of one man for every 100 tons, net register.

PART IV.

Chapter XXI.

Section 174 (*c*). The Committee see no cause why native craft not square-rigged should be exempted from the provisions of this chapter. Many of these vessels are of large size and make long voyages during which the safety of the crew calls for protection quite as much as any other classes of ships. For the same reason in

Chapter XXIV.

Section 205 they do not consider exemption should be made for home trading ships of a burden of less than 150 tons. In the opinion of the Committee the load-line should be marked on all native craft trading beyond the limits of the harbour irrespective of tonnage, there being just as much inducement for overloading small vessels as large; probably more so as the owners being generally speaking people of small means, are anxious that their vessels should carry the greatest amount of freight possible. If this alteration be accepted, then

Section 237 (1) the words "not being a coasting "vessel within the meaning of the Sea Customs Act, 1878," would require to be deleted.

CHAPTER XXV.

The Committee quite coincide with the views expressed in the latter part of the Note on this chapter, and recommend its entire omisson from the Act, as, if retained, being likely to interfere with shipping and insurance business.

PART VII.

CHAPTER XXIX.

Section 279 (*d*). The Committee would recommend the omission of the last two-and-a-half lines of this Sub-Section which reads as follows:—"and has native passengers on board for 240 hours or upwards." The retention of this clause would be likely to inflict a serious amount of hardship on vessels such as the British India Steam Navigation Company's trading between Bombay and the Persian Gulf where, through calling at numerous ports, they carry native passengers who are on board for upwards of 240 hours, and would, therefore, have to provide between deck accommodation for passengers which they would not otherwise have to do. Extra accommodation of this kind necessarily means higher fares, and with natives of the class generally travelling in these steamers any increase in fare tends greatly to restrict traffic.

Sub-Section 5 limits an excursion voyage to between sunrise and sunset. In place of this, looking to the fact that there is no twilight in Indian waters, the Committee would suggest 6 a.m. to 9 p.m. as much more definite and easier to be complied with.

CHAPTER XXX.

Section 282.—(2) In the opinion of the Committee this Sub-Section should either be omitted or made applicable to long voyages only, as ships performing short voyages are very frequently not in port so long as 24 hours.

Section 291. The Committee suggest the addition to the third clause of this Section of the words "except ports on the Western Coast of India," as there are such ports to which short voyages are made from ports in the territories of the Government of Bombay, but for which there would be no necessity for carrying a medical officer.

CHAPTER XXXII.

Section 301 (*a*). Instead of "solid bulwarks" the Committee would suggest that the words "rail or plate" be used. This alteraiion would also be advisable in in Section 302 where the words "substantial bulwarks" are used. So far as the Committee are aware, there are only two descriptions of bulwarks made—rail bulwarks and plate bulwarks,—both of which are substantial; but to prevent any misunderstanding it would be well either that the word "substantial" should be defined in the Act or the words "rail or plate bulwarks" inserted as suggested.

Section 303, *Sub-Section*(*a*). In the opinion of the Committee this section should not be rendered applicable for shelter port voyages. Natives, it is well known, object to European food, and the Committee would instance the case of Messrs. Shepherd and Company's steamers making regular shelter port voyages in the course of which they enter fifteen ports in twenty-four hours. In cases of that kind, it would be quite unnecessary to require anything beyond water being provided, nor would natives partake of food if it were provided.

CHAPTER XXXIII.

Section 307. If the addition to Section 291, Chapter XXX, be adopted, it would, to some extent, affect this section, which would therefore require to be modified.

Section 315 would also require modification if the Committee's views respecting section 303, sub-section (*a*) be adopted.

The Committee beg to attach to the report a communication received from the Perim Coal Company through

their correspondents in Bombay. This communication embodies of itself all that need be said on the points raised. But the Chamber endorses all the statements therein made.—I have, &c.,

JOHN MARSHALL, *Secretary.*

W. R. MACDONELL, *Chairman.*

PERIM ISLAND, 16*th February* 1892.

Re-the "Bombay Government Gazette," published 8th December 1893.

BILLS OF THE GOVERNMENT OF INDIA.

No. 13 OF 1892.

THE INDIAN MERCHANT SHIPPING BILL, 1892.

As the above is to come into force on the 1st April 1893, the necessity for prompt action is evident, if in your opinion there is sufficient prospect of getting what we want as set forth below, to warrant troubling you, and as you may require to present the case under signature on behalf of the Company, I send under this cover to preserve uniformity, a set of blank sheets of foolscap paper, one of which is officially signed by me, on which the statement can be drawn up in proper form.

1*st.*—We shall be directly affected by the definitions given on *page* 10, Chapter I, Section 3, Sub-Sections 3 and 4, and on *page* 15, Chapter V, Sections 31 and 32, which establish what are "Home-Trade" and "Foreign-going" steamers, and how they shall be manned, &c. I instance our s.s. "Hornet" of 21 H. P. and 50 T. R. sailing from Aden or Perim to the Somali Ports of Zeyla, Bulhar and Berberah, which being under the Aden Residency Government class the voyage as a "*Home-Trade*" one not requiring her to carry a certificated master or other engineer than an engine-driver with a local certificate, but if she went to the *French* Ports of Obock and Djbouti on the same coast—which are close to the British India ports mentioned above and as near or nearer to Aden—she would come under the

definition of a "*foreign-going-ship*" and be compelled to carry a certificated master, and a first or second class certificated engineer. In like manner her running to the Italian Port of Assab, and the Turkish one of Mocha, both being about 140 miles from Aden or 40 from Perim, would be affected. This list of Ports British and Foreign, may be considered as the *Local Trade* worked from Aden as a centre, taking in on a round voyage such of them as there may be sufficient inducement to call at; there are also a few small Trade Ports to the Eastward of Aden, but within a short distance of it that would call for the application of the "*foreign-going*" rule. It will be seen that the expense of carrying a *certificated* master and *certificated* engineer must be practically equivalent to stopping steam communication between Aden $\frac{\text{and}}{\text{or}}$ Perim and local "foreign" Ports by such small vessels; and I desire to obtain such amendment as would allow a voyage to be undertaken by a steamer of under say 50 H. P. and under say 100 *T. R.* as a "*Home-Trade-Ship*" from Aden to any port in the Red Sea or Gulf of Aden or Arabian Sea within a radius of 600 miles at least. It is not unreasonable to ask this, considering that according to the Act such a vessel could voyage from Aden or Perim to any Port in British India or the Island of Ceylon or the Straits Settlements under the conditions of a *home-trade-ship*.

2nd.—Page 57, Chapter 30, Section 291. The provision for a licensed Medical Officer will affect us adversely as instanced. Between Aden and the Somali Ports there is a considerable passenger traffic in which we have two boats running that can accommodate over 100 native passengers, one of them being certificated for over 300. It is also necessary for us to convey from time to time between Perim and Aden and *vice versa*, our coolies in batches of from one to three hundred. All the Somali Ports are less than 150 miles from Aden, and Perim is less than 100 miles. The Aden Port Officer interprets the Act as compelling us to carry a doctor on such short trips, although neither of them is in "the Red Sea" as will be seen by Chart: and this will practically mean forcing us to permanently increase expenses by shipping a doctor as one of the regular crew of each boat. I suggest that an amendment be made to free *Local Trade* Passenger boats from carrying a medical man if voyaging within a radius of 600 miles from Aden or

Perim with over 100 native passengers, and up to a number allowed by the Local Government Surveyor for such voyages not exceeding the number of 400. As will be seen by the first paragraph of this Section 291 steamers with over this number of 400 native passengers are specially legislated for. Please note that in fixing "a radius *of* 600 *miles from Aden or Perim*" it is specially desired to provide for Red Sea voyages as far as Suakin and Jeddah beyond which Ports our local cargo and passenger traffic does not extend, but any radius not less than 300 miles from Aden or Perim will be acceptable if the proposed one cannot be secured.

3*rd*—*Page* 57, Chapter 31, Sections 298 & 299, relating to voyages between British India and the Red Sea Ports. We desire to amend these sections by adding after the word "Aden," wherever it is presented, the words "or Perim," thus providing that ships shall have the option of calling at Perim either way, instead of being compelled to go to Aden according to the Act. As can be understood this compulsion carries with it a large business in coaling and supplies of water, &c., and it seems unfair that we should be debarred from competing for it, considering that our Port Surgeon is a duly qualified Englishman and gazetted from Bombay; that the Assistant Resident is a first class magistrate with police, &c., for which we pay at command, and that we could arrange for the Bonds, &c. required by the Act, through our Bombay Agents.

Hoping to receive in due course advice of your success on our behalf.

The Perim Coal Co., Ld.,

GEORGE E. TURNER,

Managing Agent.

DRAFT OF RULES UNDER THE NATIVE PASSENGER SHIPS ACT.

No. dated the 1892.

In exercise of the powers conferred by section 20 of the Native Passenger Ships Act X of 1887, and in supersession of Notification No. 1353, dated the 14th March 1889, and all previous Notifications

the Governor General in Council is pleased to appoint the following officers to whom masters of ships should notify, as required by that section, the date and supposed cause of death of every passenger dying on a voyage :

In the Madras Presidency.

Names of ports.	Officers appointed.	Names of ports.	Officers appointed.
Ganjam ...	The Conservator of the Port.	Calicut	The Port Officer.
Calingapata	Ditto ditto.	Madras... ...	Deputy Conservator of the Port.
Cuddalore	Ditto ditto.	Narsapur ...	The Superintendent of Sea Customs.
Porto Novo.	Ditto ditto.		
Tranquebar.	Ditto ditto.	Mutupetta ...	Ditto ditto.
Tellicherry	Ditto ditto.	Topethorai ...	The Assistant Superintendent of Sea Customs.
Cannanore	Ditto ditto.		
Mangalore	Ditto ditto.	Adirampatnam..	Ditto ditto.
Gopalpur...	The Port Officer.	Kilakarai ...	Ditto ditto.
Bimlipatam	Ditto	Tondi	Ditoo ditto.
Vizagapatam...	Ditto	Devipatam ...	Ditto ditto.
Cocanada...	Ditoo	Koilnapatam ...	Ditto ditto.
Masulipatam	Ditto	Kulushekharpur	Ditto ditto.
Negapatam.	Ditto	Ponani... ...	Ditto ditto.
Paumben...	Ditto	Baruva... ...	Ditto ditto.
Tuticorin...	Ditto		
Cochin ...	Ditto		

In the Bombay Presidency.

Bombay	The Superintendent of the Preventive Service for the time being.	Aden	The Port Officer for the time being.
		Ports under the control of the Collector of Salt Revenue	The Officers in charge of the Custom Houses.
Karachi	The Port Officer for the time being.		

In Bengal.

Calcutta.....	The Port Officer.	Balasore and Chandbally.	The Port Officer. ditto.
False Point and Pooree.	Ditto.	Chittagong	

In Burma.

Rangoon.....	The Port Officer.	Mergui	The Senior Civil Officer.
Moulmein	Ditto.	Tavoy	Ditto.
Akyab	Ditto.	Kyoukphyoo	Ditto.
Bassein	Ditto.	Sandoway	Ditto.

No. dated the 1892.

In exercise of the powers conferred by section 53 of the Native Passenger Ships Act, X of 1887, and in supersession of Notification No. 1354, dated the 14th March 1889, and all previous Notifications, the Governor General in Council is pleased to make the following rules :

[NOTE.—The following rules do not modify or affect the rules relating to the pilgrim traffic between India and the Red Sea ports contained in the Notification of the Department of Finance and Commerce, No. 986, dated the 15th February 1884, or any other subseqent Notifications or rules concerning the said traffic issued in modification of the said Notification.]

A.—Food, Fuel, and Water.

I.—(1) In the case of every ship to which the said Act applies, the scale on which food, fuel, and water are to be supplied to the passengers per head per diem shall, subject as regards food to the provisions of section 17 of the Act, be as follows :—

	For passengers bound for ports *within* 48 hours' sail.	For passengers bound for ports *over* 48 hours' sail.
(*a*) *Food of fair quality*—		
Rice	1 lb.	1 lb.
Flour or ship's biscuit	.....	4 oz.
Pulse	4 oz.	4 „
Ghee or oil	½ „	1 „
Onions	2 „	2 „
Pumpkins, yams, or other vegetables.	.....	2 „
Tamarind	.....	1 „
Condiments chillies, garlic, coriander seed, and turmeric.	½ oz.	½ „
Salt	½ „	½ „
(*b*) *Fuel*—		
Firewood...	2 lbs.	2 lbs.
(*c*) *Water*—		
Fresh water to be stored in iron tanks or sweet casks.	1 imperial gall.	1 imperial gall.

[Note.—In the case of ships sailing from ports in the Presidency of Madras the scale of tamarind, condiments, and salt shall be double that specified above, and one ounce of tamarind shall be supplied in the case of passengers bound for ports within 48 hours' sail.]

(2) In the case of steam-ships carrying an apparatus for distilling fresh from salt water, a supply equal to five-sevenths of a gallon per head per diem shall suffice.

(3) In Calcutta, Bombay, and Rangoon, such water shall be obtained from the Municipal pipes, and in Chittagong from the Port Water Works.

B.—Medical stores and other appliances and fittings for maintaining health, cleanliness, and decency.

II.—(1) Every such ship shall have on board,—

(*a*) if she carry a medical officer, a supply of medicines and surgical appliances as set forth in Schedule A hereunto annexed ;

(*b*) If she do not carry a medical officer, a supply of medicines and appliances as set forth in Schedule B hereunto annexed, together with written or printed instructions for their use in a language which the commander or some other officer of the ship can read: provided that if the ship is about to commence a short voyage, a shelter-port voyage, or an excursion voyage, the ship need only have on board the medicines and surgical appliances mentioned in Schedule C hereunto annexed.

(2) The medicines and surgical appliances above specified shall be supplied for the use of the passengers whenever circumstances so require; and if the medical officer, or, where there is none, the master of the ship, omits, when circumstances so require, to supply the same, he shall be punished with fine which may extend to two hundred rupees.

III.—(1) Every such ship carrying more than one hundred passengers shall have permanent hospital accommodation, or the following materials for the construction of hospital accommodation for the passengers:—

In the case of ships carrying a medical officer:—

(*a*) There shall be a permanent hospital set apart on the upper deck and fitted up either on the poop or in a deck-house. This hospital shall contain bunks six feet long by two feet wide in the proportion of one bunk for each hundred passengers, but the total number need not exceed six bunks, a due proportion of which shall be screened and reserved for females. The hospital shall have a superficial deck area of at least 144 feet, and not less than 864 cubic feet of air space. It shall be lighted and ventilated to the satisfaction of the surveying officers, and shall be provided with a raised floor or platform at least four inches off the deck. Every permanent hospital must be made as secure as any other deck-house, and the roof must be well caulked and covered with painted canvas. In all such permanent hospitals iron fittings are preferable to wood. No case of small-pox, cholera, yellow fever, or plague shall on any account be treated in the permanent hospital.

(*b*) To provide for the treatment of such cases of sickness as it may be considered desirable to separte (such as small-pox, cholera, yellow fever or plague), and for any general outbreak of sickness when the permanent hospital accommodation becomes insufficient, each ship shall carry the materials for the construction of a temporary hospital upon its upper deck. The part of the upper deck upon which such hosiptal shall be erected shall be pointed out and measured off by the surveying officers. The framework of the hospital may be either of iron (in pieces that can be easily fitted together) or of wooden spars or bamboos. The roof must be tented, and both that and the side walls must be made of

stout canvas and be perfectly watertight, due provision being at the same time made for ventilation. The superficial area of the floor shall be not less than 144 feet, and such floor shall be raised at least four inches from the deck. Sheet iron is preferable as the material of the floor.

In the case of ships not carrying a medical officer :—

(*c*) Each ship shall carry the materials for the erection of a temporary hospital, as described in the preceding clause (*b*) for the treatment of cases of the kind referred to in the said clause, provided that the superficial area reserved for such hospital need not be more than 72 feet.

(2) The permanent hospital, in the case of ships provided with the same, shall be available at all times for the use of sick passengers (other than those suffering from small-pox, cholera, yellow fever, or plague), and the temporary hospital shall always be erected at once and made available for the use of sick passengers whenever the circumstances as described above so require.

(3) If the master of any ship omits either to keep any hospital available for the use of sick passengers or to erect a temporary hospital as required by this rule, he shall be punished with fine which may extend to two hundred rupees, and with a further fine of twenty rupees for every day after the first during which the omission continues.

IV.—(1) Every such ship shall be fitted with three privies (sufficiently screend from public view and readily accessible and available at all times for the use of passengers) for the first 100 or fraction of 100 passengers and with three more such privies for every additional 200 passengers, or part of that number; but no privies shall be allowed in the between-decks. There shall also be two urinals in each such ship,

(2) A proportion of such privies, in any case not less than one, if there be any females among the passengers, shall be set apart for the exclusive use of females, such proportion corresponding, as nearly as may be, to the proportion of female to male passengers.

V.—Every such ship shall be provided with, and have available for the use of the passengers, not less than two places for washing sufficiently screened from public view, whereof a full proportion, as described in Rule IV, shall be set apart exclusively for females. The bathing screen for females shall be erected at the commencement of the voyage. A sufficient number of hand-pumps shall also be provided for supplying sea water for purposes of ablution.

VI.—(1) On every such ship cattle and other animals shall be kept securely penned in, so as not to inconvenience the passengers.

(2) When cattle or other animals are carried on an open deck and are not placed under cover, the space occupied by them shall be separated from the space for passengers by bulkheads, or wooden partitions, or by other equally effective means, and efficient washboards shall be fitted to prevent excretions from reaching the space for passengers.

(3) When cattle or other animals are carried under cover on the same level deck as passengers they shall be separated from the space for passengers by a moveable close bulkhead running athwart-ship across the deck, and extending from the deck to the covering above; or shall be otherwise effectively separated from the space for passengers.

(4) When cattle or other animals are carried either in the between-decks or in the holds, the space occupied by them shall be effectively shut off from the space for passengers and separately ventilated in such manner that no effluvium shall reach the space for passengers.

VII.—(1) Every such ship shall be provided with not less than two cabooses or cooking ranges, on deck, properly housed and covered to which passengers shall have ready access at certain times in each day. The ranges shall be made of substantial plate-iron lined inside with bricks, and raised at least four inches from the deck, with an outlet or chimney at the top for the escape of smoke. Each range shall contain at least five cooking places, and an additional range shall be provided for every two hundred passengers carried in excess of one hundred. Cooking on board in the passengers' own stoves is prohibited, and any passenger so cooking or attempting to cook shall be punished with fine which may extend to one hundred rupees.

(2) The crew of the ship shall not be allowed to use the cooking ranges set apart for passengers during the period passengers are on board, but shall be provided with a separate cooking range.

(3) In the case of ships engaged in the coasting trade and carrying passengers on short voyages from port to port (not exceeding seventy-two hours from the first port of departure to the final port of arrival who do not ordinarily cook food on board, the number of cooking range may be reduced to such number not being less than two, as may seem adequate to the requirements of the passengers.

(4) One of the cooking ranges when there are not more than two, or two when there are more than two, shall be reserved for the exclusive use of Hindus.

VIII.—In every such ship the space between decks shall be lighted by sufficiently large side-ports or scuttles adequate in number for the purpose and not ordinarily more than fifteen feet apart. Orlop decks not provided with scuttles shall be lighted by artificial means at all hours. And every deck shall be lighted at night by not less than two electric or police lamps for each passenger compartment.

IX—The master of any ship omitting to keep any privy, washing place, or cooking-range available for the use of the passengers, or any cattle securely penned in, or allowing the crew of the ship to use any cooking-range set apart for passengers in breach of the foregoing rules, shall be punished with fine which may extend to two hundred rupees, and when the breach is a continuing one with a further fine of twenty rupees for every day after the first during which the breach continues.

C.—VENTILATION.

X.—In every such ship :

(1) The ventilation of the between-decks shall be distinct from that of the hold.

(2) All air-holes in the between-decks communication with the hold shall be effectually closed, to prevent the escape into the between-decks of foul air from the bilge, or of steam from the cargo; and all ventilating shafts, tubes, or other openings intended to promote the ventilation of the hold, shall be fitted to act independently of those adapted to the requirements of the between-decks ventilation.

(3) The size and situation of all ventilators for the between-decks and hold respectively shall be determined with due regard to their efficiency and the safety of the vessel by the officer granting certificate A, who shall satisfy himself that all the appliances for both natural and artificial ventilation meet the requirements of the rules, and are in good working order.

(4) The between-decks of every such ship shall, in addition to hatchways, cowls, or air-shafts, be provided with properly fitted double scuttles on each side, one of glass and one of metal, fitted independently of each other to the side of the ship. These shall be placed about 14 feet apart, and as close under the upper deck as possible; and to prevent passengers tampering with them, they shall fasten, when closed, by means of square-headed screw bolts without handles, capable of being opened only with a carpenter's spanner.

(5) Exclusive of side and sternports, and, in steamers, of openings into the engine-room, stoke-holes, coal-bunkers, collision compartments, and screw tunnel, the effective size, or sectional area of the hatch openings and of other apertures for the ventilation of passenger compartments taken collectively, shall be calculated at the rate of not less than 50 square inches per passenger and at least one-fifth of such ventilating area shall be available even in excessively bad weather, necessitating the closing of hatches.

(6) In view of the varying conditions to be dealt with, of the importance of fresh air, and of the facilities for reducing or modifying ventilation, any existing opening in excess of the prescribed approximate requirement shall not be closed, even on other grounds, without the written authority of the officer granting certificate A.

(7) The relative positions of ventilating tubes or shafts in such ships shall be governed by the following rules :—

(*a*) A pair of cowl-headed tubes, or one large central tube or air shaft, shall be fitted as far aft as possible, and similar ventilators shall be fitted as far forward as possible, and in no case shall they be more than six feet from the extreme end or bulkhead, aft or forward respectively, so

that the between-decks may be thoroughly ventilated. All other tubes or air-shafts needed for the between-decks shall, as far as practicable, be so distributed in the intervening spaces between the several hatchways as to ensure throughout an equable supply of fresh air.

(*b*) Inlets for fresh air shall be so placed as to avoid, as much as possible the risk of receiving the foul air from outlets.

(*c*) With a view to secure for ventilators the support and protection of the solid structures of the ship, and thus render them capable of being kept open in bad weather when the hatches have to be closed, as large a proportion as possible of the required ventilation shall be secured through cowl-headed tubes and air-shafts carried up directly from the between-decks to the open air above through the poop, deckhouses, and forecastle.

(8) Such portions of the upper deck hatchways as are not fitteed with storm hatches, and can safely be utilized for ventilation, shall be kept open, but shall be protected against accidents by iron gratings admitting of the hatches being closed and their covers readily put on when necessary. The appropriate hatches and their tarpaulins shall be securely and conveniently placed near the hatchways to which they belong for immediate use when needed.

(9) Cowl-headed tubes shall, when practicable, be preferred to air-shafts. But when cowls are largely or exclusively employed, and the decks are consequently dark, a sufficient number of deck-lights shall be fixed into the upper deck.

(10) Every cowl-headed tube shall be fitted with an air diffuser to its lower end and with a suitable plug for closing the deck opening in bad weather; and every air-shaft shall be provided with a sky-light cover, and a tarpaulin to be spread tent-fashion over it in wet weather, obviating the necessity for closing the sky-light cover for every passing shower.

(11) No less than five wind-sails, each measuring fully 21 feet long shall be provided for the exclusive use of the emigrants.

(12) Of the cargo hold.—Exclusive of ventilation through hollow iron masts, the hold of every such ship shall be fitted, to the satisfaction of the officer granting certificate A, with cowl-headed ventilators having an aggregate sectional area of not less than 4 square feet to every 1,000 tons of the vessel's register, and the mouth of every such cowl shall be protected by a convex wire netting protector, one-fourth inch mesh, against the possibility of live embers from pipes or chillams being thrown down into the hold.

(13) The stoppage of ventilation through the masts or other ventilating openings shall be guarded against by arranging the dunnage and cargo about the outlets in such manner as to secure the continuous escape of foul air.

(14) ARTIFICIAL VENTILATORS.—Every such ship shall be fitted with some efficient contrivance to be approved by the officer granting certificate A for artificially ventilating the between-decks and hold. The conditions which require to be as far as possible fulfilled are the following :—

(*a*) that the ventilator provided shall supply not less than 500 cubic feet of fresh air per adult an hour ;

NOTE.—This minimum allowance, calculating 70 cubic feet of space for adult, would provide for about seven renewals of air an hour.)

(*b*) that the air supplied shall be equally distributed throughout the space to be occupied by the passengers ;

(*c*) that the apparatus shall be capable of being worked at will and by hand when required and shall be in proper working order ;

(*d*) the foul air of each deck shall be carried in separate shafts above the uppermost deck ;

(*e*) when passengers are carried on two decks below the tonnage deck, the lowermost deck shall be ventilated artificially by Blackman's or other approved ventilator or by a thermantidote of approved design.

(15) Any ship provided with Boag's, Blackman's or Acme's ventilators or any steam-ship, with Boyle's, Gibb's, or Capell's ventilators will be held, until the contrary be proved, to have satisfied the required conditions.

(16) Steam-ships fulfilling the following conditions are exempted from the operation of these rules :—

(1) They shall be of sufficient power to maintain an average speed of 10 knots per hour when fully laden.

(2) They shall be provided with two complete suits of sail and storm sails, and with spare gear in accordance with the following list :—

One spare length of crank shaft.
One spare slide rod for main engines.
1 pair of connecting rod brasses.
1 air-pump bucket and rod with guide.
1 circulating pump bucket and rod.
1 air-pump head valve, seat and guard.
1 set of India-rubber valves for air-pumps.
1 circulating pump head valve, seat and guard.
1 set of India-rubber valves for circulating pumps.
2 main bearing bolts and nuts.
2 connecting rod bolts and nuts.
2 piston rod bolts and nuts.
8 screw shaft coupling bolts and nuts.
1 set of piston springs.
3 sets if of India-rubber, or 1 set if of metal, of feed pump valves and seats.
3 sets if of India-ruber, or 1 set if of metal, of bilge pump valves and seats.

1 hydrometer.
Boiler tubes, 3 for each boiler.
100 iron assorted bolts, nuts, and washers, screwed, but need not be turned.
12 brass bolts and nuts, assorted, turned and fitted.
50 iron bolts and nuts, assorted, turned and fitted.
50 condenser tubes.
100 sets of packing for condenser tube ends, or an equivalent.
At least one spare spring each size for escape valves.
1 set of water-guage glasses.
1/10th of the total number of fire bars necessary.
3 plates of iron, assorted.
6 bars of iron, assorted.
1 complete set of stocks, dies and taps, suitable for the engines.
1 smith's anvil.
1 fitter's vice.
Hatchet braces and suitable drills.
1 copper or metal hammer.
Suitable blocks and tackling for lifting weights.
8 dozen files, assorted, and handles for the same.
1 set of drifts or expanders for boiler tubes.
1 set of safety-valve springs (if so fitted) for every four valves; it there are not four valves, then at least one set of springs must be carried.
1 screw jack.

And a set of engineers' tools suitable for the service, including hammers and chisels for vice and forge, solder and soldering iron, sheets of tin and copper, spelter, muriatic acid or other equivalent &c., &c.

D.—Boats, Anchors, and Cables.

XI.—Every such ship shall be provided with boats, life-buoys, and life-belts according to the scale prescribed in Schedule D, hereunto annexed, all such boats being fully fitted with all the appliances required by the rules of the Board of Trade and of approved construction.

XII.—Every such ship shall be provided with not less than three anchors and cables.

E.—Instruments for Purposes of Navigation.

XIII.—Every such ship shall be provided with—

(*a*) not less then two good compasses; and, if she be an iron ship, with a record of the deviation of her compasses on every point entered in the log-book;

(*b*) charts suitable for the voyage she is about to undertake;

(*c*) not less then one chronometer and not less then two sextants or quadrants and barometers, unless her size be under 240 tons, and she be bound on a shelter-port or excursion voyage, in which case it shall suffice if she be provided with a sextant or a quadrant,

F.—Apparatus for Extinguishing and Precautions against Fire.

XIV.—Every such ship shall be provided—

(*a*) if she be a steam-ship, with hose sufficient to reach from her engines to her stem and taffrail;

(*b*) if she be a sailing-ship, with one fire-engine or force-pump, with hose sufficient to reach from her stem to her taffrail and if her tonnage exceed 800 tons, with a second such engine or force-pump, with like hose; and

(*c*) in the case both of steam-ships and sailing-ships, with fire-buckets in the proportion of three for every 100 tons up to 600, and two for every 100 tons above 600, provided that 50 in all shall suffice.

XV.—If fire annihilators or fire-engines are carried, they shall be placed by the master under the special charge of one of the principal officers of the ship and the ship's carpenter, who should be held responsible that with the buckets and other fire apparatus, they are kept in a state fit for immediate use. The engine shall be worked not less than once a week, and shall be kept in proper order. As soon as possible after leaving port, the officers and crew shall be divided into parties and assigned to stations in case of fire. The master of any such ship failing to comply with the requirements of this rule shall be punished with fine which may extend to two hundred rupees.

XVI.—The cargo of every such ship, including hay and straw in compressed bundles, shall before leaving port be properly stowed away below, and if carried in the same compartment with passengers shall be so secured as not to be a possible source of injury or annoyance to them; and any loose straw, hay, or other inflammable material on deck shall be properly covered. If any such ship leaves port without having the cargo so stowed and secured, and straw or hay or other material on deck adequately covered, the master shall be punished with fine which may extend to two hundred rupees.

XVII.—Gunpowder or other explosives shall not be carried in any such ship which is not provided with approved magazines, constructed as specified in Schedule E hereunto attached, constructed airtight and capable of being flooded with water, or unless arrangements can be made for shipping and discharging them while the ship is clear of passengers.

XVIII.—Immediately before leaving port, the passengers of every such ship shall be called on to deliver up whatever lucifer matches, gunpowder, or other inflammable articles they may have about them. Any passenger omitting or refusing to deliver up any such articles when called upon to do so shall be punished with fine which may extend to one hundred rupees.

XIX.—No naked lights shall on any account be used in the hold or store-rooms or in the between-decks, except under trustworthy superintendence. No person shall read in bed with a naked light. Smoking between-decks is strictly prohibited. Spirits must never be opened in the hold, but should be hoisted on deck for the purpose. Any person committing a breach of this rule shall be punished with a fine which may extend to two hundred rupees.

APPLIANCES FOR MAKING SIGNALS OF DISTRESS.

XX.—Every such ship shall be provided with an adequate supply of signals of distress, and inextinguishable lights fitted for attachment to the life buoys.

MISCELLANEOUS.

XXI.—(1) The certificate A shall not be granted in respect of a shelter-port voyage unless the ship possesses a valid Board of Trade certificate for a home trade passenger ship, or a valid certificate of equal value granted by a local or Colonial Government, or a certificate of higher grade.

(2.) The certificate A shall not be granted in respect of a long or short voyage unless the ship possesses a valid Board of Trade certificate for a foreign trade passenger ship, or a valid certificate of equal value granted by a local or Colonial Government.

XXII.—In measuring the space for passengers on every ship previous to the grant of the certificate A, the following rules shall be observed :

(1) No alleyway or fore and aft passage on the main or tonnage deck shall be measured unless it is at least eight feet in width and is free from obstruction, and a gangway four feet in width is kept clear and divided off, when the alleyway or passage is occupied by passengers, by fore and aft 3" cant-piece.

(2) Hatches shall be measured, except in so far as they form gangways between decks occupied by passengers, provided that suitable protection exists to prevent passengers from falling into the hold, that the hatches so measured shall not be opened at an intermediate port or until the end of the voyage, and that they are sufficiently strong to carry passengers.

(3) The topgallant forecastle, or what represents it in a flush-decked ship, shall not be measured for passengers until airing space at the rate of three superficial feet for each member of the crew has been deducted and marked off at the after end thereof by an athwartship cant-piece : and no portion of the deck forward of the capstan or windlass shall be measured for passengers, but the whole of that space, where it is clear, shall be measured for the crew.

(4) The lower hold, and spaces consisting of temporary accommodation on cargo, shall not be measured or used for passengers.

(5) Waterways may be measured for passangers, provided they are covered with a plank or wooden grating and the fall home of the ship's side does not interfere with the cubic space of the deck. In cases where the fall home is considerable, the cross-measurement should be taken where a plumb, dropped at half the height of the side between the decks, falls on the waterway or deck.

(6) In the fair season the bridge-deck (excluding such portion as is required for purposes of navigation) may be measured as upper deck space for passengers, provided that the boats, when not carried at the davits, are stowed on chocks raised at least two and a half feet from the deck by standards.

(7) The space for a temporary hospital shall not be deducted from the deck space measured for passengers.

(8) Saloons and cabins for first and second class passengers shall not be included in the space measured for other passengers, even though the ship may not carry any first or second class passengers.

The airing space for first and second class passengers shall not be included in the space measured for other passengers, or used by them, when there are first and second class passengers on board.

(9) In the measurement of space for passengers two children under twelve shall be reckoned as one adult.

(10) For the purpose of calculating the deduction to be made on account of animals occupying passenger space, the following table shall be adopted :

Space for	one horse	is	equivalent	to space	for three	passengers.
„	„ bullock	„	„	„	two and a half	„
„	„ pony	„	„	„	two	„
„	„ pig	„	„	„	two	„
„	two sheep	„	„	„	one	„

XXIII.—In every such ship making a shelter-port, short, or long voyage, rails and stanchions shall be fitted amidships in the between-decks and orlop decks, additional life-lines being rigged when necessary athwart-ships.

XXIV.—In every such ship all heavy baggage, such as boxes or articles likely to injure passengers when the ship is rolling in heavy weather, shall at the commencement of the voyage be placed in the hold, or (in the case of a shelter-port voyage) in a railed-off space on each deck, and such railed-off space shall be deducted from the space measured for passengers. Baggage which is in excess of the free allowance and has been paid for as such shall not in any case be carried in any space allotted to passengers.

XXV.—In every such ship each compartment of the between-decks containing more than 300 passengers shall be fitted with two ladders, each 2′ 6″ wide, furnished with hand-rails.

XXVI.—In every such ship, whenever practicable, a fore and aft gangway shall be fitted, sufficiently raised above the main deck, and connecting the poop with the bridge and topgallant forecastle to permit of free passage by the officers and crew.

XXVII.—(1) Certificate B provided for in section 11 of the Act shall not be granted until the officer appointed to grant the same is satisfied that the medical stores and other appliances; the fittings for ventilation and for maintaining health, cleanliness, and decency ; the boats, anchors, and cables ; the instruments for purposes of navigation ; the apparatus for extinguishing fire ; the appliances for saving life and making signals of distress ; the awning for the portion of the deck used by the passengers, and the upper-deck space for each passenger required by the foregoing rules have also been provided on board.

(2) The certificate B shall state that the same have been so provided.

XXVIII.—On the back of the ticket issued to every intending passenger by every such ship shall be printed in the vernacular of the district such conditions and information as are not likely to be known by the passenger ; for example, that heavy boxes should be secured before being brought on board for stowage in the hold, that food can be bought on board, and that firewood is supplied without charge.

SCHEDULE A.

[REFERRED TO RULE II (a).]

Proportion of Medicines necessary for a ship carrying native passengers on a long or short voyage and having on board a Medical Officer.

Name of medicines, &c.	For 100 passengers and under.	For 100 to 200 passengers.	For 200 to 300 passengers.	For 300 to 400 passengers.
Calomel	One ounce and a half.	Two ounces	Three ounces.	Four ounces.
Blue pill	One ounce	Do.	Do.	Do.
Rhubarb powder	Do.	Do.	Do.	Do.
Compound jalap powder.	Six ounces	Eight ounces.	Twelve ounces.	Sixteen ounces.
Ipecacuanha powder	Two ounces.	Two ounces and a half.	Three ounces.	Three ounces and a half.
Vin. ipecac	One ounce	One ounce	One ounce	One ounce.
Opium	Do.	Two ounces	Three ounces.	Four ounces.
Dover's powder	Do.	One ounce and a half.	Two ounces	Three ounces.
Magnesia	Do.	Two ounces	Three ounces.	Four ounces.
Epsom salts	Three pounds.	Six pounds	Nine pounds.	Twelve pounds
Tartar emetic	Two drachms.	Four drachms.	Six drachms.	One ounce.
Quinine	One ounce	One ounce	Two ounces	Two ounces and a half.
Antimonial powder.	Two drachms.	Four drachms.	Six drachms.	One ounce.
Extract of colocynth. Comp.	Four drachms	One ounce	One ounce and a half.	Two ounces.
Carbonate of amonia.	One ounce	Do.	Do.	Do.
Asafœtida	Four drachms.	Do.	Do.	Do.
Camphor	Six drachms.	Do.	Do.	Do.
Camforated liniment.	Eight ounces.	Twelve ounces	Sixteen ounces	Twenty ounces
Catechu	One ounce	Two ounces	Three ounces.	Four ounces.
Prepared chalk	Do.	Do.	Do.	Do.
Tincture of opium	Four ounces	Six ounces	Eight ounces.	Twelve ounces
Turpentine	Eight ounces	Twelve ounces	One pint	Twenty ounces
Senna leaves.	Four ounces	Eight ounces.	Twelve ounces	One pound.
Blistering plaster	Do.	Six ounces	Eight ounces.	Twelve ounces
Sulphur sublimed	Eight ounces.	Ten ounces	Twelve ounces	One pound.
Sulphur ointment	Six ounces	Eight ounces.	Do.	Do.
Linseed flour	Two pounds	Four pounds.	Six pounds	Eight pounds.
Country soap	Twelve ounces	One pound and a half.	Two pounds	Three pounds.
Castor oil	Three bottles.	Six bottles	Eight bottles.	Twelve bottles
Oil of peppermint	One ounce	Two ounces	Two ounces	Two ounces.
Adhesive plaster (spread).	One yard	Two yards	Two yards	Two yards.
Simple ointment	Eight ounces.	Twelve ounces	One pound	One pound and a half.
Ringworm ointment.	Do.	Do.	Do.	One pound and a quarter.
Chlorodyne	Two ounces	Two ounces	Three ounces.	Three ounces.
Chloroform	One ounce	One ounce	Two ounces.	Two ounces.
Aromatic spirit of hartshorn.	Two ounces	Three ounces.	Three ounces.	Three ounces.
Cholera pills in phial	Six dozen	Six dozen	Six dozen	Six dozen.
Sweet spirit of nitre.	Eight ounces.	One pound	One pound	One pound.
Sulphate of copper.	One ounce	One ounce	One ounce	One ounce.
Sulphate of zinc	Half ounce	Half ounce	Half ounce	Half ounce.

SCHEDULE A—*continued.*

[REFERRED TO RULE II (*a*).]

Proportion of Medicines necessary for a ship carrying native passengers on a long or short voyage and having on board a Medical Officer.

Names of medicines, &c.	For 100 passengers and under.	For 100 to 200 passengers.	For 200 to 300 passengers.	For 300 to 400 passengers.
Zinc oxide ointment.	One ounce ..	One ounce ...	One ounce ..	One ounce.
Lunar caustic.. ..	Two drachms..	Three drachms	Four drachms.	Four drachms.
Hydrarg. cum creta.	Do. ...	Do.	Do.	Six drachms.
Plumbi acetas ...	Four drachms.	Six drachms...	One ounce ..	One ounce and two drachms.
Pulvis acaciæ.. ...	Two ounces ...	Three ounces..	Four ounces ..	Six ounces.
Pulvis cretæ cum opio.	Four drachms.	Six drachms..	One ounce ..	One ounce and two drachms.
Acid, sulphuric, dil...	One ounce ...	One ounce, four drachms	Two ounces ..	Two ounces and four drachms.
,, tartaric	Six drachms...	One ounce, two drachms.	One ounce four drachms.	Two ounces,
Tinct. camph. comp.	Three ounces...	Four ounces..	Six ounces ..	Eight ounces.
,, ferri sesquichl.	One ounce ...	One ounce, four drachms.	Two ounces ..	Three ounces.
Sodæ sesquicarb ...	One ounce and four drachms.	Two ounces ..	Three ounces..	Four ounces.
Chloride of zinc (Burnett's solution)	2 quarts.. ...	3 quarts ...	4 quarts ..	5 quarts.
or Jeyes' perfect purifier (liquid).	1 gallon ..	1 gallon ..	2 gallons ..	2 gallons.
*Acid carbolic ... *or* Jeyes' sanitary powder.	1 cwt.	1½ cwt	2 cwt.	2½ cwt.
INSTRUMENTS.				
Glass measure (1 oz.)	One	One	One	One.
Do. (drop)	One	One	One	One.
Pestle and mortar (Wedgewood).	One	One	One	One.
Scales and weights (grains).	One set ...	One set ...	One set ...	One set.
Splints (common) ...	One set ...	One set ...	One set ...	One set.
Lint (prepared) ...	Two ounces ...	Three ounces...	Four ounces ...	Six ounces.
Cloth for bandage ...	One piece ...	Two pieces ...	Two pieces ...	Two pieces.
Lancets (bleeding) ..	One	One	Two	Two.
Silver catheter (middle size).	One	One	One	One.
Gum elastic catheters (of size).	Six	Six	Six	Six.
Spatula...	One	One	One	One.
Scissors, dressing ...	One	One	One	One.
Infusion pots	One	Two	Two	Two.
Bed pans (metal) ...	Two	Two	Three	Three.
Country paper ...	One quire ...	One quire ...	Two quires ...	Two quires.
Penknife	One	One	One	One.
Sago	Five pounds...	Ten pounds ...	Fifteen pounds	Twenty pounds.
Arrowroot	Ten pounds ...	Do.	Do... ...	Do.
Small tin-box... ...	One	One	One	One.
Enema	One	One	One	One.
Tooth instruments ...	One set ...	One set... ...	One set... ...	One set.

* A powder containing not less than 20 per cent. of pure carbolic or cresylic acid.

SCHEDULE B.

[REFERRED TO IN RULE II (*b*)]

Proportion of medicines necessary for a ship carrying native passengers on a long voyage and not having on board a Medical Officer.

Name of medicines, &c.	For 100 passengers and under.	For 100 to 200 passengers.	For 200 to 300 passengers.	For 300 to 400 passengers.
Calomel	One ounce and a half.	Two ounces ..	Three ounces.	Four ounces.
Blue pill	One ounce ...	Do.	Do.	Do.
Compound jalap powder.	Six ounces ...	Eight ounces..	Twelve ounces.	Sixteen ounces
Ipecacuanha powder.	Two ounces ...	Two ounces and a half.	Three ounces.	Three ounces and a half.
Vin. ipecac	One ounce ...	One ounce ...	One ounce ..	One ounce.
Opium	Do	Two ounces ..	Three ounces.	Four ounces.
Dover's powder ...	Do.... ..	One ounce and a half.	Two ounces ..	Three ounces.
Epsom salts	Three pounds.	Six pounds ..	Nine pounds..	Twelve pounds
Quinine	One ounce ...	One ounce ..	Two ounces ..	Two ounces and a half.
Antimonial powder...	Two drachms	Four drachms.	Six drachms..	One ounce.
Asafœtida	Four drachms	One ounce ..	One ounce and a half.	Two ounces.
Camphor	Six drachms...	Do. .. .	Do.	Do.
Camphorated liniment.	Eight ounces..	Twelve ounces	Sixteen ounces.	Twenty ounces.
Prepared chalk ...	One ounce ..	Two ounces ..	Three ounces.	Four ounces.
Tincture of opium ...	Four ounces ..	Six ounces ..	Eight ounces..	Twelve ounces
Turpentine	Eight ounces	Twelve ounces	One pint ..	Twenty ounces.
Blistering plaster ...	Four ounces ..	Six ounces ..	Eight ounces..	Twelve ounces.
Sulphur ointment ...	Six ounces ..	Eight ounces.	Twelve ounces.	One pound.
Linseed flour... ...	Two pounds ..	Four pounds ..	Six pounds ..	Eight pounds.
Country soap... ...	Twelve ounces.	One pound and a half.	Two pounds..	Three pounds.
Castor oil	Three bottles.	Six bottles ..	Eight bottles .	Twelve bottles
Oil of peppermint ..	One ounce ..	Two ounces ..	Two ounces ..	Two ounces.
Adhesive plaster (spread).	One yard ..	Two yards, ..	Twe yards ..	Two yards.
Simple ointment ..	Eight ounces..	Twelve ounces	One pound ..	One pound and a half.
Ringworm ointment.	Eight ounces..	Twelve ounces	One pound ..	One pound and a quater.
Chlorodyne	Two ounces ..	Two ounces ..	Three ounces .	Three ounces.
Chloroform	One ounce ..	One ounce ..	Two ounces ..	Two ounces.
Aromatic spirit of hartshorn.	Two ounces ..	Three ounces.	Three ounces.	Three ounces.
Cholera pills in phial.	Six dozen ..	Six dozen ..	Six dozen ..	Six dozen.
Sulphate of copper.	One ounce ..	One ounce ..	One ounce ..	One ounce.
Sulphate of zinc ..	Half ounce ..	Half ounce ...	Half ounce ..	Half ounce.
Zinc oxide ointment.	One ounce ..	One ounce ..	One ounce ..	One ounce.
Lunar caustic ..	Two drachms.	Three drachms	Four drachms	Four drachms.
Hydrarg. cum creta.	Do.	Do.	Do.	Six drachms.
Plumbi acetas ..	Four drachms.	Six drachms.	One ounce ..	One ounce and two drachms.
Pulvis acaciæ ...	Two ounces ..	Three ounces.	Four ounces..	Six ounces.
Pulvis cretæ cum opio.	Four drachms.	Six drachms..	One ounce ..	One ounce and two drachms.
Acid, sulphuric, dil	One ounce ..	One ounce, four drachms.	Two ounces ..	Two ounces and four drachms.
Acid, tartaric, ..	Six drachms..	One ounce, two drachms.	One ounce, four drachms.	Two ounces.
Tinct. camp. comp...	Three ounces .	Four ounces...	Six ounces ..	Eight ounces.
Sodæ sesquicarb ..	One ounce and four drachms.	Two ounces ...	Three ounces .	Four ounces.

SCHEDULE B—*continued.*

[REFERRED TO IN RULE II (*b*)]

Proportion of medicines necessary for a ship carrying native passengers on a long voyage and not having on board a Medical Officer.

Name of medicines, &c.	For 100 passengers and under.	For 100 to 200 passengers.	For 200 to 300 passengers.	For 300 to 400 passengers.
Chloride of zinc (Burnett's solution). *or* Jeyes' perfect purifier (liquid).	1 gallon	gallon	2 gallons	2 gallons.
*Acid carbolic *or* Jeyes' sanitary powder.	1 cwt.	1½ cwt.	2 cwt.	2½ cwt.
INSTRUMENTS.				
Glass measure (1 oz.).	One	One	One	One.
Glass measure (drop).	One	One	One	One.
Pestle and mortar (Wedgewood.)	One	One	One	One.
Scales and Weights (grain).	One set	One set	One set	One set.
Splints (common)	One set	One set	One set	One set.
Lint (prepared)	Two ounces	Three ounces	Four ounces	Six ounces.
Cloth for bandage	One piece	Two pieces	Two pieces	Two pieces.
Silver catheter (middle size.)	One	One	One	One.
Gum elastic catheters, of sizes.	Six	Six	Six	Six.
Spatula	One	One	One	One.
Scissors, dressing	One	One	One	One.
Infusion pots	One	Two	Two	Two.
Bed pans (metal)	Two	Two	Three	Three.
Country paper	One quire	One quire	Two quires	Two quires.
Penknife	One	One	One	One.
Sago	Five pounds	Ten pounds	Fifteen pounds.	Twenty pounds.
Arrowroot	Ten pounds	Do.	Do.	Do.
Small tin-box	One	One	One	One.
Enema	One	One	One	One.
Tooth instruments	One set	One set	One set	One set.

* A powder containing not less than 20 per cent. of pure carbolic or cresylic acid.

When the voyage which the ship is about to make is longer than from any port in India to any port in the Red Sea, an additional quantity of the medicines above specified to the extent of 25 per cent. should be carried.

SCHEDULE C.

[REFERRED TO IN RULE II (*b*).]

Quantity of medicines, surgical appliances, &c., necessary for a ship carrying native passengers on a short voyage, shelter-port voyage, or excursion voyage, and not having on board a Medical Officer.

Aperient pills ... ... 3 dozen.	Compound jalap ... ... 1 oz.
Common astringent pills... 3 „	Adhesive plaster (spread), 1 yard.
Cholera pills ... ... 6 „	Oil of peppermint ... ... 1 oz.
Ipecacuanha powder ... 1 oz.	Scales and weights... ... 1 set.
Quinine ... ... 1 „	Splints, common ... ... 1 „
Castor oil ... ... 2 bottles.	

Disinfecting powder and fluid as in Schedule B and in the quantities mentioned in the second column of the schedule.

SCHEDULE D.

(REFERRED TO IN RULE. XI.]

IN STEAM-SHIPS CARRYING PASSENGERS ON LONG VOYAGES :

(1). A ship of class 1 shall carry boats placed under davits, fit and ready for use, and having proper appliances for getting them into water, in number and capacity not less than prescribed by the following table ; such boats shall be equipped in the manner required by and shall be of the description defined in paragraph (19) of this rule.

(2). The master of any ship of this class claiming to carry fewer boats under davits than are given in the following table must declare to the officer granting the certificate A that the boats actually placed under davits are sufficient to accommodate all persons on board, allowing 10 (ten) cubic feet of boat capacity for each adult person, or "statute adult."

TABLE FOR CLASS 1.

Gross tonnage.	Minimum number of Boats to be placed under Davits.	Total minimum cubic contents of Boats to be placed under Davits. L. × B. × .D × 6.
9,000 and upwards	14	5,250
8,500 and under 9,000	14	5,100
8,000 „ „ 8,500	14	5,000
7,750 „ „ 8,000	12	4,700
7,500 „ „ 7,750	12	4,600
7,250 „ „ 7,500	12	4,500
7,000 „ „ 7,250	12	4,400
6,750 „ „ 7,000	12	4,300
6,500 „ „ 6,750	12	4,200
6,250 „ „ 6,500	12	4,100
6,000 „ „ 6,250	12	4,000
5,750 „ „ 6,000	10	3,700
5,500 „ „ 5,750	10	3,600
5,250 „ „ 5,500	10	3,500
5,000 „ „ 5,250	10	3,400

NOTE.—When in any ship already fitted the required cubic contents of boats placed under davits is provided, although by a smaller number of boats than the minimum required by this table, such ship shall be regarded as complying with the rules as to boats to be carried under davits.

TABLE FOR CLASS 1.—*continued.*

Gross tonnage.	Minimum number of Boats to be placed under Davits.	Total minimum cubic contents of Boats to be placed under Davits. L. × B. × D × 6.
4,750 „ „ 5,000	10	3,300
4,500 „ „ 4,750	8	2,900
4,250 „ „ 4,500	8	2,900
4,000 „ „ 4,250	8	2,800
3,750 „ „ 4,000	8	2,700
3,500 „ „ 3,750	8	2,600
3,250 „ „ 3,500	8	2,500
3,000 „ „ 3,250	8	2,400
2,750 „ „ 3,000	6	2,100
2,500 „ „ 2,750	6	2,050
2,250 „ „ 2,500	6	2,000
2,000 „ „ 2,250	6	1,900
1,750 „ „ 2,000	6	1,800
1,500 „ „ 1,750	6	1,700
1,250 „ „ 1,500	6	1,500
1,000 „ „ 1,250	4	1,200
900 „ „ 1,000	4	1,000
800 „ „ 900	4	900
700 „ „ 800	4	800
600 „ „ 700	3	700
500 „ „ 600	3	600
400 „ „ 500	2	400
300 „ „ 400	2	350
200 „ „ 300	2	300
100 „ „ 200	2	250

NOTE.—When in any ship already fitted the required cubic contents of boats placed under davits is provided, although by a smaller number of boats than the minimum required by this table, such ship shall be regarded as complying with the rules as to boats to be carried under davits.

(3). Not less than half the number of boats placed under davits shall be boats of section (A), or section (B), as specified in paragraph (19) of this rule. The remaining boats may also be of such description, or may conform to section (C), or section (D), provided that not more than two boats shall be of section (D), paragraph (19).

(4). If the boats placed under davits in accordance with the foregoing table do not furnish sufficient accommodation for all persons on board, additional wood, metal, collapsible, or other boats of approved description (whether placed under davits or otherwise) or approved life-rafts shall be carried. One of these boats may be a steam launch; but in that case the space occupied by the engines and boilers is not to be included in the estimated cubic capacity of the boat.

(5). Subject to the provisions contained in paragraph (*g*) of these rules, such additional boats or rafts shall be of at least such carrying capacity that they and the boats required to be placed under davits by the foregoing table provide together in the aggregate three-fourths more than the minimum cubic contents required by column 3 of that table. For this purpose 3 cubic feet of air case in the life-raft is to be estimated as 10 cubic feet of internal capacity: Provided always that the rafts will accommodate the whole number of persons for whom they are to be certified under the Act.

(6). All such additional boats or rafts shall be placed as conveniently for being available as the ship's arrangements admit of, having regard to the avoidance of undue encumbrance of the ship's deck, and to the safety of the ship for her voyage.

(7). In addition to the life-saving appliances before mentioned, a ship of this class shall carry not less than one approved life buoy for every boat placed under davits. It shall also carry approved life-belts or other similar approved articles of equal buoyancy suitable for being worn on the person, so that there may be at least one for each person on board the ship:

(8). Provided that no ship of this class shall be required to carry more boats or rafts than will furnish sufficient accommodation for all persons on board.

Class 2.

In Steam-ships carrying passengers on short voyages, shelter-port voyages, and excursion voyages:

(9). A ship of this class shall carry boats placed under davits in accordance with the rules and tables provided for ships in class 1.

(10). If the boats placed under davits in accordance with this requirement do not furnish sufficient accommodation for all persons on board, additional wood, metal, collapsible or other boats of approved description (whether placed under davits or otherwise), or approved life-rafts, shall be carried of at least such cubical capacity that they and the boats required to be placed under davits by the foregoing table provide together in the aggregate one-half more than the minimum cubic contents provided by column 3 of that table.

(11). Provided that if (having regard to the avoidance of undue incumbrance of the ship's deck, and to the safety of the ship for her voyage) it is not practicable for any ship of this class to carry all the additional approved boats or approved life-rafts required by the preceding paragraph (10), the deficiency so caused may be made up by the supply of an equivalent number of approved buoyant deck seats or other approved buoyant deck fittings.

(12). A ship of this class shall carry not less than six approved life-buoys.

(13). It shall also carry, in addition to the boats and appliances required above, approved life-belts or other similar approved articles of equal buoyancy suitable for being worn on the person, so that there may be at least one for each person on board the ship :

(14). Provided nevertheless that no ship of this class shall be required to carry more boats, rafts, and other buoyant deck fittings than will furnish sufficient accommodation for all persons on board.

Class 3.

IN SAILING SHIPS CARRYING PASSENGERS ON LONG VOYAGES.

(15). A ship of class 3 shall carry boats in accordance with the table provided for class 1, and such boats shall be as far as practicable placed under davits, with proper appliances for getting them into the water. All boats not placed under davits are to be so carried that they can be readily got into water.

(16). If the boats so carried do not furnish sufficient accommodation for all persons on board, additional life-saving appliances shall be supplied as for ships in class 1 :

(17). Provided that no ship in this class shall be required to carry more boats or rafts than will furnish accommodation for all persons on board.

(18). Approved life-belts or other similar approved articles shall be carried as required for ships of class 1, and also one life-buoy for each boat of wood or metal.

GENERAL RULES RESPECTING LIFE-SAVING APPLIANCES.

(19). All boats shall be constructed and properly equipped as provided by this rule, and all boats and other life-saving appliances are to be kept ready for use to the satisfaction of the officer granting certificate A. Internal buoyancy apparatus may be constructed of wood, or of copper or yellow metal of not less than 18 oz. to the superficial foot of other durable material.

Section (A).—A boat of this section shall be a life-boat of metal having for every 10 cubic feet of her capacity computed as in paragraph (20) of this rule at least one cubic foot of strong and serviceable inclosed air-tight compartments, so constructed that water cannot find its way into them.

Section (B).—A boat of this section shall be a life-boat of whale-boat form properly constructed of wood or metal, having inside and

outside buoyancy apparatus together equal in efficiency to the buoyancy apparatus provided for a boat of section (A). At least one-half of the buoyancy apparatus must be attached to the outside of the boat.

Section (C).—A boat of this section shall be a life-boat properly constructed of wood or metal, having some buoyancy apparatus attached to the inside and (or) outside of the boat equal in efficiency to one-half of the bouyancy apparatus provided for a boat of section (A) or section (B). At least one-half of the buoyancy apparatus must be attached to the outside of the boat.

Section (D).—A boat of this section shall be a properly constructed boat of wood or metal.

Section (E).—A boat of this section shall be a boat of approved construction, form, and material, and may be collapsible.

(20). The cubic capacity of a boat shall be deemed to be her cubic capacity ascertained (as in measuring ships for tonnage capacity) by Stirling's rule; but as the application of that rule entails much labour, the following simple plan, which is approximately accurate, may be adopted for general purposes, and when no question requiring absolutely correct adjustment is raised:—

Measure the length and breadth outside and the depth inside. Multiply them together and by ·6; the product is the capacity of the boat in cubic feet. Thus a boat 28 ft. long, 8 ft. 6 in. broad, and 3 ft. 6 in. deep will be regarded as having a capacity of 28 × 8·5 × 3·5 × ·6 = 499·8 or 500 cubic feet. If the oars are pulled in rowlocks the bottom of the rowlock is to be considered the gunwale of the boat for ascertaining her depth.

(21). The number of persons a boat of section (A) shall be deemed fit to carry shall be the number of cubic feet ascertained as in paragraph (20) divided by 10.

The number of persons a boat of section (B), (C), (D), or (E) shall be deemed fit to carry shall be the number of cubic feet ascertained as in rule (2) divided by 8. The space in the boat shall be sufficient for the seating of the persons carried in it, and for the proper use of the oars.

(22). Appliances for getting a boat into the water must fulfil the following conditions: means are to be provided for speedily, but not necessarily, simultaneously or automatically, detaching the boats from the lower blocks of the davit tackles; the boats placed under davits are to be attached to the davit tackles and kept ready for service; the davits are to be strong enough and so spaced that the boats can be swung out with facility; the points of attachment of the boats to the davits are to be sufficiently away from the ends of the boats to ensure their being easily swung clear of the davits; the boats' chocks are to be such as can be expeditiously removed; the davits, falls, blocks, eyebolts, rings, and the whole of the tackling are to be of sufficient strength; the boats' falls are to be long enough to lower the boat into the water with safety when the vessel is light. The lifelines shall be fitted to the davits and be long enough to reach the water when the vessel is light; and hooks are not to be attached to the lower tackle blocks.

(23). In order to be properly equipped each boat shall be provided as follows :

(*a*) With the full single-banked complement of oars, and two spare oars.

(*b*) With two plugs for each plug-hole, attached with lanyards or chains, and one set and a half of thole pins or crutches, attached to the boat by sound lanyards.

(*c*) With a sea anchor, a baler, a rudder and tiller, or yoke and yoke lines, a painter of sufficient length, and a boat hook. The rudder and baler to be attached to the boat by sufficiently long lanyards, and kept ready for use. In boats where there may be a difficulty in fitting a rudder a steering oar may be provided instead.

(*d*) A vessel to be kept filled with fresh water shall be provided for each boat.

(*e*) Life-rafts shall be fully provided with a suitable approved equipment.

(24). In order to be properly equipped, each boat of sections (A) and (B), in addition to being provided with all the requisites laid down in Rule 5, shall be equipped as follows, but not more than four boats in any one ship require to have this outfit :—

(*a*) With two hatchets or tomahawks, one to be kept in each end of the boat, and to be attached to the boat by a lanyard.

(*b*) With a mast or masts, and with at least one good sail, and proper gear for each.

(*c*) With a line becketed round the outside of the boat and securely made fast.

(*d*) With an efficient compass.

(*e*) With one gallon of vegetable or animal oil, and a vessel of an approved pattern, for distributing it in the water in rough weather.

(*f*) With a lantern trimmed, with oil in its receiver sufficient to burn eight hours.

(25). The number of persons that any approved life-raft for use ad sea shall be deemed to be capable of carrying, shall be determined with reference to each separate pattern approved by the officer granting certificate A : provided always, that for every person so carried there shall be at least three cubic feet of strong and serviceable inclosed air-tight compartments, constructed so that water cannot find its way into them. Any approved life-raft of other construction may be used, provided that it has equivalent buoyancy to that herein before described. Every such approved life-raft shall be marked in such a way as to plainly indicate the number of adult persons it can carry.

(26). Approved buoyant apparatus shall be deemed sufficient, so far as buoyancy is concerned, for a number of persons, to be ascertained by dividing the number of pounds of iron which it is capable of supporting in fresh water by 32. Such buoyant apparatus shall not require to be inflated before use, shall be of approved construction, and marked in such a way as plainly to indicate the number of persons for whom it is sufficient.

(27). An approved life-belt shall mean a belt which does not require to be inflated before use, and which is capable at least of floating in the water for 24 hours with 15 lbs. of iron suspended from it. Life-belts are to be cut out 2 inches under the armpits and fitted so as to remain securely in their place when put on.

(28). An approved life-buoy shall mean either—

(*a*) A life-buoy built of solid cork capable of floating in the water for at least 24 hours with 32 lbs. of iron suspended from it; or

(*b*) strong life-buoy of any other approved pattern and material, provided that it is capable of floating in the water for at least 24 hours with 32 lbs. of iron suspended from it, and provided also that it is not stuffed with rushes, cork shavings, or other shavings, or loose granulated cork, or other loose material, and does not require inflation before use.

All life-buoys shall be fitted with beckets securely seized, and not less than two of them shall be fitted with life-lines, 15 fathoms in length.

(29). All life-buoys and life-belts shall be so placed as to be readily accessible to all persons on board, and so that their position may be known to those for whom they are intended.

(30). When ships of any class are divided into efficient water-tight compartments to the satisfaction of the Board of Trade, they shall only be required to carry additional boats, rafts, and other life-saving appliances of one-half of the capacity required by these Rules.

SCHEDULE E.

[Referred to in Rule XVII.]

When powder, ammunition, or dry gun-cotton is shipped the Surveyor will select proper places for the construction of the magazines. Filled shells and ammunition containing its own means of ignition must not be placed in the same compartment or magazine as other ammunition, gunpowder, and gun-cotton. The magazines will be constructed by the owners in accordance with the specification attached subject to the approval of an officer appointed by the local Government under whose supervision the magazine will be erected.

SPECIFICATION FOR BUILDING MAGAZINES FOR POWDER, AMMUNITION, &c., CARRIED AS CARGO.

Magazines should be under two decks, but if obliged to be placed under only one, the top of the magazine must form a second deck, and be made of good 2-inch planks, properly laid, caulked and paved, leaving a space of at least 2 feet 6 inches between the top of the magazine and the deck above it. No iron of any sort is to be used in the construction, and no fastenings except copper or metal.

All the feather-edge boarding used is to be an inch on one edge, and quarter of an inch on the other. The whole of the floor is to be covered with feather edge boarding. All iron inside magazine is to be covered with wood.

When any part of the ship's side is in the magazine, and there are cargo battens fitted, feather-edge boarding is to be nailed against them; but in their absence, uprights, 3 inches square, are to be fitted against the side, 3 feet apart, and the feather-edge boards nailed against them.

Bulkheads are to be made of fit uprights, 3 inches square, placed 3 feet apart, running from deck to deck, firmly secured top and bottom, covered on the inside with inch boards placed close together, running from upright to upright, and securely nailed with 3-inch nails three to each board, on each upright. The outside to be covered with feather-edge boards lapping three-quarters of an inch, securely nailed, and the butts covered with three-quarters inch board. The covering is to be from deck to deck, and fit closely between beams.

Doorway to be 4 feet inside; uprights to be 3½ inches square. The door itself to be of two parts of inch board crossed and nailed together, and to be in two parts, each hung to one of the posts by two pairs of strong cross gamet metal hinges. The lower half to fasten on the inside with a strong metal bolt top and bottom; the upper half to have a strong flat metal hinged hasp clinched through it, or fitted to go over a stout metal-eye clinched through the upright, with a good metal padlock and key to secure it.

Two uprights to run from deck to deck are to be fitted so that they can be placed, when the magazine is filled, inside the doorway to prevent the contents pressing against the door. When any quantity over 30 tons is to be placed in one magazine, uprights, 3 inches wide and 2 inches thick, are to be fitted from deck to deck, and so placed, 3 feet apart, that not more than about twenty tons (as near as can be managed without breaking stowage) is in one undivided space. When a magazine runs right across the vessel, uprights must be placed 3 feet apart along the centre line (fore and aft), and across the deck from side to side every 12 feet of the length. Should the height of the proposed magazine exceed 8 feet, the construction will be specially determined by the surveyor.

NOTE.—Filled shells, or ammunition containing its own means of ignition, must not be stowed in the same magazine with other ammunition, gunpowder, and gun-cotton (see Article 28).

No dated the 1892.

In exercise of the powers conferred by section 55 of the Native Passenger Ship Act, X of 1887, and in supersession of Notification No. 1355, dated the 14th March 1889 and all previous Notifications, the Governor General in Council is pleased to declare that, for the purposes of the Act, the seasons specified in the second column of the following schedule shall, as specified in the third column of that schedule be deemed to be "seasons of fair weather" and "seasons of foul weather" on the coasts specified opposite to them in the first column of that schedule respectively :—

SCHEDULE.

Column 1, Coasts.	Column 2. Seasons.	Column 3.
(1). Bay of Bengal (east of the longitude of Tuticorin).	21st November to 10th May	... Fair.
	11th May to 20th November	... Foul.
(2) Arabian Sea (west of the longitude of Tuticorin).	1st October to 20th May	... Fair.
	21st May to 30th September	... Foul.

Provided that—

(1) when any ship carrying passengers is lying at any port on the Coromandel Coast between Masulipatam and Negapatam inclusive, between the 20th November and 1st December inclusive ; and

(2) when any such ship is lying at any port on the Western Coast between Cutch-Mandvi and Cochin inclusive, between the 1st October and 25th November inclusive,

and a storm-warning signal is hoisted, such ship shall either forthwith land all the passengers on board if practicable with safety or put out to sea within four hours at most from the first elevation of the signal; provided however that if the port at which the ship is lying is a port of shelter the ship may, instead of putting out to sea, take such measures as may be found feasible to ride out the storm.

No. dated the 1892.

In exercise of the powers conferred by section 56 of the Native Passenger Ships Act, X of 1887, and in supersession of Notification No. 1356, dated the 14th March 1889, and all previous Notifications, the Governor General in Council is pleased to prescribe—

(1). that if in any ship and for any voyage to which the Act applies any passenger is by contract entitled to be accommodated with space in excess of the minimum which section 18 or section 21 of the said Act requires the ship to contain for each passenger, the said ship shall contain for each

such passenger the space to which he is so entitled, and, in addition there to for every other passenger, the space required by section 18 or section 21 of the said Act, as the case may be :

(2) that in every ship and for every voyage to which the Act applies the height between-decks, and the height of any permanently covered upper deck shall not be less than six feet :

(3) that in every ship to which the Act applies which proceeds on a long voyage so much of the upper deck shall be left unencumbered as to allow at least six superficial feet thereof for each passenger proceeding on the voyage :

(4) that in every such ship which proceeds on a short voyage in the foul season there shall be reserved for the use of the passengers under permanently sheltered decks a part of the uppermost deck or decks in proportion to the number of passengers carried. Illustration : If the ship has permanent shelter for 1,200 passengers, and there are only 600 on board, half of the uppermost deck area (excluding the 1st and 2nd class accommodation and the airing space for the crew) shall be kept clear for the use of such passengers :

(5) that no such ship making a voyage between India and any of the ports in the Red Sea shall carry native passengers on two between decks :

(6) that every such ship performing a voyage either between a port on the west coast of India and a port in the Red Sea or between Aden and any port on the east coast of Africa south of 10 degrees north, whether the ship touches at any intermediate port or not, shall, if the ship is propelled by sails, contain in the between-decks not less than 12 superficial feet and 72 cubic feet of space for every passenger, and shall, if the ship is propelled by steam, or partly by steam and partly by sails, contain in the between-decks not less than 9 superficial feet and 54 cubic feet of space for every passenger.

BOMBAY CHAMBER OF COMMERCE, *12th June* 1893.

The SECRETARY to GOVERNMENT, MARINE DEPARTMENT, Bombay.

SIR,—The Committee of the Chamber having observed during their deliberations on the Indian Merchant Shipping Bill that the draft rules under the Native Passenger Ships Act had been submitted to the Port Officer and Port Trustees for opinion, deemed it advisable to consider these

rules in conjunction with the Merchant Shipping Bill whose provisions they might materially affect. Copies of the rules were accordingly obtained from Government, and the Committee take the liberty of reporting upon them as follows :—

2. The Government of India Resolution No. 4940 dated Simla, 16th October 1890, appointing the Native Passenger Ships Commission directed the Commission to report, first, upon the disputed question of what decks were to be measured for passengers, and it will be noticed that in the Report of the Commission dated Calcutta, 28th February 1891, paragraph 10, the Commission treat this point as the first and most important point to be enquired into. Thereafter the report is silent and makes no deliverance or recommendation whatever concerning the question. The Draft Indian Merchant Shipping Bill, the outcome of the Native Passenger Ships Commission and the Notes thereon printed by F. G. Wigley, dated Simla 1892, make no allusion whatever to this question. The new draft rules prepared by the Government of India in supersession of Notification No. 1353, dated 14th March 1889, are likewise silent upon the question of what decks are to be measured, but re-enact the old rule that no vessels trading between India and the Red Sea ports shall carry passengers in two between decks : this is but a repetition of the rule dated 14th March 1889, some eighteen months antecedent to the Passenger Ships Commission being thought of. It will therefore be seen that the principal question that the Government of India set itself to solve has not been dealt with in any way.

3. During the last pilgrim season the measuring officers of the pilgrim steamers at Bombay decided for themselves that a poop constitutes a second between deck and cut this space out of the measurements of pilgrim steamers. These officers admit when questioned that they have no new rule or special authority for making this deduction, but that it is the outcome of the way they have been pleased to construe the rule, dated 14th March 1889, as their authority for so doing. This rule has, however, been in force for four years, and this is the first season they have so construed the rule. It will therefore be seen how important it is to the shipping interests that some definite understanding should be arrived at on this disputed point.

4. The troopships and the P. & O. Steamers are constantly carrying passengers between India and the Red Sea on more than one between deck, and it appears a hardship that the pilgrims who are extremely poor should be forced to pay for superior accommodation to what the Government allot their European troops.

Rule III.—The Committee are of opinion that neither a medical officer nor a permanent hospital are necessary for steamers performing short voyages, and in the case of British India Steamers, where a medical officer is carried, but the voyage is in reality a series of short voyages, they do not think that the mere fact of the medical officer being on board should entail the necessity of providing for a permanent hospital in terms of sub-section (*a*). Experience does not show that any such hospital is requisite; and while it may not be an objectionable clause for vessels engaged in long voyages or in the pilgrim trade, there seems no good reason why such voyages as the British India Steam Navigation Company's vessels make from Bombay to the Persian Gulf should be treated on the same basis.

Rule X, Sub-section (8).—The Committee do not consider that the fitting of iron grating hatches for ventilating purposes, under this section, would be at all advisable. These gratings would necessarily require to be made strong enough to bear the weight of passengers who generally make use of these places for sitting on, and would, therefore, be awkward to handle and likely to cause serious accidents if they fell between decks.

Rule XXIII provides for rails and stanchions being fitted amidships in the between decks and orlop decks. This would undoubtedly prove a serious obstacle in the stowawge of cargo when these decks were used for cargo purposes, whereas efficient life-lines rigged fore and aft and athwart ships would serve the purpose required without causing unnecessary obstruction.

On page 15, *Section* (*a*) under the general rules respecting life-saving appliances, it is laid down that a boat of this section shall be a life-boat of metal with buoyancy inside. The English Act provides that the boat shall be either of wood or metal, and for the sake of uniformity the Committee consider this option might be retained.

In Section (*b*) again, one-half of the buoyancy apparatus is required to be affixed outside the boat. Here, again, the Committee consider the Board of Trade Rules, which permit of the buoyancy being partly inside and partly outside or wholly inside the boat, might with advantage be adopted. The provision of life-boats required to be carried under Rule 11, according to Schedule D, might, the Committee consider, prove difficult of observance in some ships just exceeding the minimum range of burden; but this is a matter which, no doubt, could be left to be settled between surveyors and ship-owners at the time, as the rules cannot contemplate boats being carried in excess of accommodation for them in a proper manner.—I have, &c.,

JOHN MARSHALL, *Secretary*.

W. R. MACDONELL, *Chairman*.

No. 2979 of 1893.

General Department.

Bombay Castle, 23*rd August* 1893.

To, The Secretary, Chamber of Commerce, Bombay.

Sir,—I am directed to acknowledge with thanks the receipt of your letter, dated 12th June 1893, communicating the views of the Committee of the Chamber of Commerce on the rules drafted by the Government of India under the Native Passenger Ships Act, and to state that a copy of your letter will be forwarded to the Government of India for their consideration.—I have, &c.,

G. VIDAL.
Acting Chief Secretary to Government

BOMBAY CASTLE, 13*th September* 1893.

No 3296.—Whereas it is proposed to modify, in manner hereinafter appearing, the rules made under clause. (*a*) of sub-section (2) of Section 53 of the Native Passenger Ships Act, 1887, and published by the Notification specified in the margin*, the following draft is published for the information of persons likely to be affected thereby :—

* No. 3335 at Bombay Government Gazette for 1890, Part I, page 833.

"To No. ii of the said rules it is proposed to add the following proviso, viz. :

Provided that at ports at which the Bombay Steam Navigation Company have specially provided for the landing of passengers, boats not less than 30 feet in length and 9 feet in breadth and flush with the steamer's main deck, the said Bombay Steamship Navigation Company may embark and discharge passengers from and into the said boats without using gangway ladders."

"For No. iii of the said rules it is proposed to substitute the following, viz.:

No master of any ship shall permit any passenger

(*a*) to be discharged at any port until all passengers who are to be embarked thereat have been embarked ;

(*b*) to be embarked on any portion of the ship except the aft portion of the deck ; or

(*c*) to be discharged at any portion of the deck except the fore portion thereof."

Notice is given that the draft will be taken into consideration on or after the 15*th day of October* 1893, together with any objections or suggestions with respect thereto received before the said date.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 20*th August* 1890.

* No. 3335.—In exercise of the powers conferred by Section 53 (2) and (3) of the Native Passenger Ships Act X of 1887, the Governor of Bombay in. Council is pleased, with the previous sanction of the Govenor-General in Council, to issue the following rules for observance by coasting steamers sailing under general passes granted to them under the provisions of Section 164 of the Sea Customs Act VIII of 1878 when embarking or discharging passengers at the ports under the control of the Collector of Salt Revenue, Bombay Presidency :—

I.—The owner of every such steamer shall provide two separate gangways on each side, two fore and two aft

II.—It shall be the duty of the master of every such steamer to have two of such gangways, one fore and one aft, lowered immediately after the signal referred to in Rule I of the Rules issued under Section 6 of the Indian Ports Act X of 1889 (Government Notification No. 1735 of the 5th March 1890) is exhibited.

III.—No master of such vessel shall permit passengers to embark except by the aft gangway so lowered, or shall permit passengers to be discharged except by the fore gangway.

Every owner of such steamer shall for every breach of Rule No. I of these Rules be punished with fine which may extend to two hundred rupees and, when the breach continues, shall be punished with a further fine which may extend to twenty rupees for every day after the first during which the breach continues.

Every master of such steamer shall for every breach of No. II or I I of these Rules be punished with a fine which may extend to two hundred rupees.

No. 344.

BOMBAY CHAMBER OF COMMERCE, 30*th September*, 1893.

The SECRETARY to GOVERNMENT, GENERAL DEPARTMENT, Bombay.

SIR,—The Committee of the Chamber having had under consideration the draft rules framed by Government under the provisions of the Native Passengers Ships Act, 1887,—which are published in the *Bombay Government Gazette* of 14th September 1893—I have the honor to address you regarding Rule III, clauses (*b*) and (*c*) to which their attention has been specially directed. The Committee respectfully submit that the landing and embarking of passengers of the class referred to is a matter regarding which no hard and fast rules should be laid down by Government, their opinion being that the duty of regulating such traffic should lie with the commanders and officers of the vessels concerned. Enquiries instituted by the Committee have shown that on the steamers belonging to the Bombay Steam Navigation Company (to which these rules more especially apply) passengers are put to much trouble and inconvenience by the operation of regulations of this character, particularly at night, when the decks being more or less crowded, passengers have sometimes to carry their luggage from one end of the ship to the other, and in so doing often walk over sleeping men, women, and children and, in many cases, trample on them.

I have accordingly to solicit that Government will be so good as to take the above facts into consideration and eliminate the clauses in question from the rules proposed to be issued. I have, &c.,

W. R. MACDONELL, *Chairman*.

APPENDIX E.

PRESIDENCY SMALL CAUSE COURTS BILL.

Bill to Amend the Presidency Small Cause Courts Act, 1882.

Whereas it is expedient to amend the Presidency Small Cause Courts Act, 1882; It is hereby enacted as follows :—

Title and commencement.

1. (I) This Act may be called the Presidency Small Cause Courts Act, 1893; and

(2) It shall come into force on the first day of

Amendment of section 7, Act XV 1882.

2. (I) For the proviso to the first paragraph of section 7 of the Presidency Small Cause Courts Act, 1882, herein referred to as "the said Act," the following shall be substituted, namely :—

"Provided that no person shall be appointed to be a Judge of such Court, or be authorised to exercise the powers of a Judge of such Court, unless he is of five years' standing—

(*a*) as a barrister of England or Ireland, or a member of the faculty of Advocates in Scotland, or

(*b*) as an advocate, vakil or attorney of a High Court of Judicature established under the Indian High Courts Act, 1861, or

(*c*) as a Judge of a Court of Civil Judicature, or

(*d*) partly in one and partly in another of such capacities :

and that no person other than a barrister, member of the Faculty of Advocates or advocate of a High Court of such standing as aforesaid shall be appointed to be Chief Judge of such Court."

(2) The last paragraph of section 7 of the said Act is hereby repealed.

Substitution of new section for section 9, Act XV, 1882, and temporary continuance of existing procedure and practice.

3. For section 9 of the said Act the following shall be substituted, namely :—

Procedure and practice of Small Cause Court.

"9. (I) The High Court may from time to time, by rules having the force of law,—

(*a*) prescribe the procedure to be followed and the practice to be observed by the Small Cause Court either in supersession of or in addition to any provisions which were prescribed with respect to the procedure or pratice of the Small

Cause Court on or before the thirty-first day of December, 1892, in or under the Presidency Small Cause Courts Act, 1882, or any other enactment for the time being in force, and

(*b*) cancel or vary any such rule or rules.

"Rules made under this section may provide, among other matters for the excercise by one or more of the Judges of the Small Cause Court of any powers conferred on the Small Cause Court by this Act or any other enactment for the time being in force."

(2) The law, and any rules and declarations made, or purporting to to be made, thereunder, with respect to procedure or practice, in force, or treated as in force, in the Small Cause Court on the thirty-first day of December, 1892, shall be in force, unless and until cancelled or varied by rules made by the High Court under this section.

Addition to section 18, Act XV. 1882.

4. After section 18 of the said Act the following shall be added, namely :—

"18A. The Small Cause Court may allow a plaintiff at or before the first hearing of the suit in which a several liability is alleged on a cause of action arising either wholly or in part within the local limits of the jurisdiction of the Court to abandon the suit as against any defendant who does not reside or carry on business or personally work for gain within such local limits, and to sue for a decree against such defendants only as do so reside, carry on business or personally work for gain."

Plaintiff may abandon suit against defendant resident out of jurisdiction.

Addition to section 19, Act XV, 1882.

5. After section 19 of the said Act the following shall be added, namely :—

"19A. When the right of a plaintiff and the relief claimed by him in the Small Cause Court depend upon the proof or disproof of any right to or interest in immoveable property or any other title which the Court cannot finally determine, the Court may at any stage of the proceedings return the plaint to be presented to a Court having jurisdiction to determine the title. When the Court so returns a plaint, it shall comply with the provisions of the second paragraph of section 57 of the Code of Civil Procedure and make such order with respect to costs as it may think just, and the Court shall, for the purposes of the Indian Limitation Act, 1877, be deemed to have been unable to entertain the suit by reason of defect of jurisdiction. When a plaint so returned is afterwards presented to a High Court, credit shall be given to the plaintiff for the amount of the court-fee paid in the Small Cause Court in respect of the plaint in the levy of any fees which according to the practice of the High Court are credited to the Government.

Return of plaint.

Repeal of Act XV, 1882, section 23 and Second Schedule.

6. Section 23 of and the second schedule to the said Act are hereby repealed.

Substitution of new Chapter for Chapter VI, Act XV, 1882.

7. For Chapter VI of the said Act the following shall be substituted, namely :—

"CHAPTER VI.

"NEW TRIALS AND APPEALS.

"37. Save as otherwise provided by this Chapter or by any other enactment for the time being in force, every decree and order of the Small Cause Court in a suit shall be final and conclusive.

General finality of decrees and orders of Small Cause Court.

"38. Where a suit has been contested, the Small Cause Court may, on the application of either party, made within eight days from the date of the decree or order in the suit (not being a decree passed under section 522 of the Code of Civil Procedure), order a new trial to be held, or alter, set aside or reverse the decree or order, upon such terms as it thinks reasonable, and may, in the meantime, stay the proceedings :

New trial of contested cases.

Provided that nothing in this section shall apply to any suit in which an appeal to the High Court would lie under the next section of this Act.

Explanation.—Every suit shall be deemed to be contested in which the decree is made otherwise than by consent of or in default of appearance by the defendant.

"39. Save as otherwise provided by any enactment for the time being in force, an appeal shall lie to the High Court from every decree of the Small Cause Court made in any suit of which the amount or value of the subject-matter exceeds one thousand rupees.

Appeal from decrees and orders in certain cases.

"40. (1) When hearing any suit in which an appeal from the decree to be made therein would lie under the last foregoing section to the High Court, the Judge of the Small Cause Court shall record a memorandum of the substance of the evidence and a statement of the grounds of his decision.

Rules with respect to decrees and orders appealable under the last foregoing section.

"(2) The period of limitation for an appeal to the High Court under the last foregoing section shall be the same as that provided by law for an appeal from a decree of the High Court in the exercise of its original jurisdiction, and the High Court shall have all the same powers and jurisdiction in respect of and incidental to every such appeal, as if it were an appeal from a decree of such Court in the exercise of such original jurisdiction."

8. In the construction of section 14 of the said Act the investigation of any claim preferred to or objection made to the attachment of any property attached in execution decree of the small Cause Court shall be deemed to be the trial of a suit.

Investigation of claims to attached property to constitute trial of suit.

Fees leviable on plaints or for processes.

9. Notwithstanding anything contained in Chapter X of the Presidency Small Cause Courts Act, 1882, the Local Goverment may, with the previous sanction of the Governor General in Council, declare by notification in the local official Gazette—

(1) that the fees to be levied on plaints presented to the Small Cause Court shall be regulated by Chapter III and Schedule I of the Court-fees Act, 1870; or

(2) that the fees to be levied for serving or executing processes issued by the Small Cause Court or served or executed under its direction or control shall be regulated by Chapter IV of the Court-fees Act, 1870;

and thereupon the fees leviable on plaints or for processes, as the case may be, shall be regulated accordingly.

STATEMENT OF OBJECTS AND REASONS.

1. The object of section 2 of the Bill for the introduction of which leave is asked is to determine, more precisely than Act XV of 1882 does, the qualifications of the persons who may be appointed to be, or to exercise the powers of, Judges of Presidency Courts of Small Causes.

2. The effect of section 3 will be to leave to the High Court all powers of making rules with respect to the procedure and practice of Presidency Small Cause Courts.

It is based on the opinion expressed by the Hon'ble the Chief Justice and Judges of the High Court of Judicature at Fort William in Bengal, in the following paragraph of their Registrar's letter No. 1383, dated the 1st June, 1891:—

"2. It seems to the Judges convenient, in the first place, to advert to the inquiry contained in the twelfth paragraph of your letter under reply, and I am to say, with reference thereto, that they concur with His Excellency in Council in thinking that it is desirable, while retaining the Court of Civil Procedure as a basis, to have the procedure of the Small Cause Court regulated by the High Court. The exact application of the provisions of the Statute 44 & 45 Victoria, chapter 68, section 27, would not, the Judges think, quite attain the desired object. They presume, however, that that enactment has been referred to rather as furnishing an analogy than as providing an exact precedent, and they desire, therefore, to recommend that the High Court be empowered to frame by-rules having the force of law a procedure for the Small Cause Court either in supersession of or in addition to, the provisions of the Civil Procedure Code, and from time to time to modify such procedure as experience may suggest. The undertaking is no doubt one of considerable difficulty; but the Judges are prepared to accept the responsibility, being satisfied that this is the most practical mode of arriving at a procedure which shall be found satisfactory and adapted to the purposes of the Small Cause Court."

3. Sections 4 of the Bill has been suggested by the following remarks in a letter addressed to the Government of Bombay by Mr. W. E. Hart, Chief Judge of the Court of Small Causes, Bombay :—

"16. In regard to the amendment of the present Act, we think that section 18 should be so amended as to enable the Court to allow a plaintiff at or before the first hearing to strike out the name of any defendant resident beyond the jurisdiction, and take a decree against such defendants as are resident within the jurisdiction, in such suits as there is a several liability, on a cause of action arising within the jurisdiction.

"17. It not unfrequently happens that a plaintiff, in the belief that all his defendants are resident within the jurisdiction, files a suit against them, without previously obtaining the leave of the Court, on a cause of action arising wholly wtihin the jurisdiction, on which they are jointly and severally liable. But when he comes to serve them with the summons he finds that, though some are still resident within the jurisdiction, others had left Bombay before the institution of the suit, and cannot be shown to have acquiesced in it. As the law at present stands, the suit must now wholly fail against all the defendants, and the plaintiff be put to the expense of instituting a new suit (if it be not time-barred) either against all the defendants, after obtaining the leave of the Court, or against the resident defendants only without such leave. But in many cases the plaintiff is too late even to adopt this course, and loses his whole claim, the new suit being barred by limitation. The proposed amendment, which could be introduced by means of a proviso after clause (*c*), would enable him to obtain a decree in the original suit at least against the resident defendants."

In order, however, to prevent cases of improper severance it is provided that the plaintiff must purchase this privilege by abandoning his claim against the non-resident defendants.

4. Section 5, of the Bill, based on section 23 of the Provincial Small Cause Courts Act, 1887, has reference to the following remarks in Mr. Hart's letter already referred to :—

"20. On the question of Jurisdiction, moreover, some of my colleagues with myself are of opinion that section 19 should be so amended as to debar this Court from the cognizance of suits involving any question of title to immoveable property. Clauses (*d*), (*e*), (*f*) and (*g*) prevent us from entertaining suits for the determination of rights in immoveable property. One object of this doubtless is to prevent the time of a Small Cause Court, which ought to be occupied in the speedy determination of petty litigation, being taken up by the protracted hearings generally involved in adjudication on questions of title to immoveable property, which, though insignificant in themselves, may have far-reaching consequences, and are therefore generally keenly contested and can very rarely be summarily disposed of. But under the present law an equal amount of time is liable to be lost over a suit (*e.g.*) for rent, in which the defendant raises a question of title. Some of us think, having regard to the general policy of section 19 and to the anomaly involved in obliging a Court expressly

debarred from jurisdiction to determine rights in immoveable property yet to determine questions indirectly involving such rights, which moreover in many instances are doubtless tentatively raised for the very purpose of obtaining indirectly the decision directly forbidden by the Legislature, that so soon as the Court is assured that there is a *bona fide* question of title involved in any suit it should be enabled to decline the jurisdiction. This it could do if to clause (*g*) were added some such words as 'or in which any question arises involving any such right or interest.'

"21. I ought to add, however, that on this particular point we are not unanimous. The Fourth Judge Mr. Hormusji Dadabhoy, whose opinion has a peculiar value as that of an officer of long experience both as a pleader and a Judge in this Court, considers that the amendment of section 19 ought to be rather in the direction of extending than of curtailing the jurisdiction of this Court, because the restrictions already imposed have the effect of denying justice to poor litigants with small claims on those causes of action in which jurisdiction is withheld from this Court who are unable to incur the expense of a High Court suit. I had better quote his own words—

'As suggestions have been invited on other matters, I take this opportunity of prominently bringing to the notice of Government a serious defect in the existing law. Section 29 of Act XV of 1882, among other things, bars the cognizance of the following classes of suits :—

(1) suits for the recovery of immoveable proverty ;

(3) suits for the determination of any other right to immoveable property ;

(3) suits for general average loss and suits on policies of insurance on sea-going vessels ;

(4) suits for a dissolution of partnership or for an account of partnership transactions ;

(5) suits for compensation for libel, slander, malicious prosecution or breach of promise of marriage.

'These suits are not filed in the High Court for the obvious reason that the aggrieved parties could not afford the luxury of a High Court action. The result is a practical denial of justice in such cases. The Court had jurisdiction to entertain these demands, but it was taken away by the Act of 1882.'

"22. The great objection—to my mind an insuperable one—to Mr. Hormusji's suggestion is that without a material addition to its strength the Court could not undertake the disposal of such cases and remain what it was originally intended to be—a Court of summary procedure for the speedy determination of petty litigation. As it is at present constituted the Judges have not time for the trial of lengthy cases, nor is there in the office an establishment sufficient

for the taking of long and complicated accounts. It is true that under the old Act we used to try some of the cases mentioned by Mr. Hormusji from the cognizance of which we are debarred by our present Act. But my experience of such cases was that they invarably took several days in trial. By the present Act our monetary jurisdiction was doubled. This, coupled with the annually increasing litigation in our Court so increased the work while no increase of the staff was comtemplated, that it was absolutely necessary to limit as much as possible that class of cases which took the longest time to try. It is this consideration, I apprehend, that lies at the bottom of the restriction imposed upon our jurisdiction by section 19. Having in view the general utility of our Court to the public at large in its primary and most necessary character of a Court of summary procedure for the cheap, speedy and final determination of petty litigation, which is mostly concerned with the recovery of small debts, though I yield to none in the desire to afford cheap justice to all, I should, in the interests of the majority of litigants, be most unwilling to adopt Mr. Hormusji's suggestion to extend the jurisdiction of this Court so as to include cases of this class except upon the terms of an addition to the staff of Judges and the strength of the office establishment. But if this cannot be given, and it should be thought right to give effect to Mr. Hormusji's proposal in the interest of those poor plaintiffs who are unable to meet the expense of a High Court suit in petty cases of ejectment, etc., I think it would be found necessary to reduce the pecuniary limit of the jurisdiction of the Court in order to enable it to deal with the increase of work so occasioned."

5. The amendment of section 38 of the Act contained in section 7 of the Bill is suggested by the following paragraph of letter from Mr. Hart to which refefence has already been made :—

"23. Another suggestion, in which we are unanimous, is that section 37 should be so amended as to make it apparent that the limitation of eight days within which application must be made for a new trial is not to be applied in the case of decrees and orders made *ex parte*, or to decrees and dismissals by default. As the section stands it apparently overrides the previous enactment of the Limitation Act, which allows a longer period in the case of a suit determined *ex parte* for an application for a new trial. Construed literally, too, in the case of a decree *ex parte*, it would be necessary for the defendant to apply within eight days of the date of the decree, though he may not come to know of the existence of the suit till long after the expiration of that time. I think the insertion of the word 'contested' before the word 'suit', wherever the latter occurs in section 37, would suffice to give effect to our recommendation. Applications for re-hearing in uncontested matters would then fall within the general law of limitation as regards the time within which they must be made. But of course the Court would still exercise a discretion as to refusing them when made unless satisfied that there were sufficient grounds for the non-appearance of the party making it, and the mere fact of the application would not necessarily operate in stay of execution."

6. The other provisions of section 7 of the Bill are founded upon the following paragraph of a letter, No. 1774 (Judicial), dated the 3rd September, 1891, from the Government of Madras :—

"3. It will be observed from the letters of the authorities consulted that there is a general consensus of opinion that—

(1) the Small Cause Court should retain the power it at present possesses of trying summarily suits between Rs 1,000 and Rs. 2,000 in value:

(2) there should be an appeal to the High Court in the case of all suits exceeding Rs. 1,000 in value;

(3) sections 38 to 40 of Act XV of 1882 should be repealed.

With these opinions His Excellency in Council is in complete accord and the first in particular he strongly endorses. As regards the institution of regular appeals against decrees in suits valued at more than Rs. 1,000, I am to invite attention to paragraph 6 of the High Court's letter, from which it will be observed that the present system of recording notes of evidence in the Small Cause Court is considered sufficient for the purposes of the Appellate Court.

7. Sections 8 and 9 of the Bill have been inserted at the suggestion of the Government of Madras.

The 11th January, 1893.

ALEX. EDW. MILLER.

J. M. MACPHERSON,
Offg. Secretary to the Government of India.

APPENDIX F.

DECK AND LOAD-LINES ACT.

BOMBAY, 12*th May* 1893.

To JOHN MARSHALL ESQ., SECRETARY CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—We beg to enclose copy of letter we have addressed to the Port Officer, and shall feel much obliged if the Committee of the Chamber will consent to telegraph to the Secretary, Government Marine Department, asking that the Rules made under the Deck and Load Line Act may be suspended until we have time to make further representation to Government.

They were originally published in the *Bombay Government Gazette* on 1st December 1892 and again on March 15th, but as they did not appear in either of the English Newspapers or were forwarded to the Chamber of Commerce they escaped our notice. We may mention that under Acts 6 and 7 of 1884 relating to the surveys of ships the Rules were ordered to appear not only in the *Bombay Government Gazette*, but also in the English Newspapers and copies sent to the Chamber of Commerce. It was only last week when the Port Officer issued a Memorandum saying no vessels would be allowed to leave Bombay after the 20th May except at the reduced load line that we were aware that the rules had been passed.

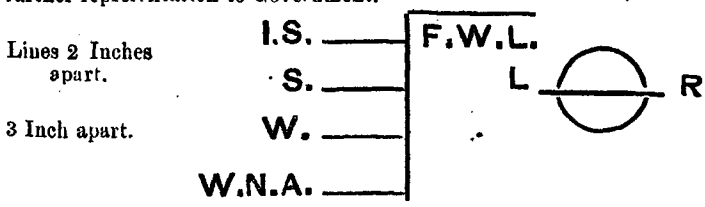
Yours Faithfully,
H. W. ULOTH,
Superintendent, P. & O. Co.
MACKINNON, MACKENZIE AND Co.
Agents, B. I. S. N. Co., LD.
W. AND A. GRAHAM AND Co.,
Agents, "Anchor Line."
FINLAY, MUIR AND Co.,
Agents, "Clan Line" and "Wilson Line."
SIR CHARLES FORBES AND Co.,
Agents, "City Line."
JAMES, MACKINTOSH AND Co.,
KILLICK, NIXON & Co.,

P.S.—We are asked to hand you letters from nearly all the Captains of steamers loading.

CAPTAIN MAURICE BEAN, I.M., Port officer.

SIR,—We the undersigned agents of steam-ships loading in Bombay beg to inform you that owing to the Rules under the Deck and Load Line Act having been published only in the *Bombay Government Gazette*, and also the preliminary notification of the 1st December only appearing in that official paper, they escaped our notice. We should otherwise have before this strongly protested against the load line for the Arabian Sea between 21st May and 30th September being placed at the bottom of the disc, the same as marked by the English Board of Trade for English winter. Our contention is that the

steady winds that blow during the monsoon are very different to the gales on the English Coast during the winter times ; that it will mean a serious loss to the Owners and also heavily handicap the trade of Bombay. We ask that the line be drawn at the centre of the disc, and as we understand the rules have not yet been passed in Calcutta we would ask you to wire to the Secretary to Government, Marine Department, and ask that the Rules may be suspended until the Caclutta ones come into force or until we have had time to make further representation to Government.



IS Indian Summer.
S Summer.
W Winter.
WNA Winter North Atlantic.

F.W.L. Fresh Water load.
L——R. L'oyd's Register.

To the Secretary, Bombay Chamber of Commerce.

Sir,—We the uudersigned Steam ship Masters now lying in the harbour and Docks of Bombay, respectfully ask you to forward this petition to Government, asking a repeal of the law as to the Load Line Act now coming in force on 21st instant.

The said Act says, we shall not load our ships so as to submerge the winter mark. Now this is out of all reason. Our steamers are all marked as per Merchant Shipping Act 1890, and in many cases this gives the steamers a clear side of three inches and a half to every foot immersed.

Many of the masters whose names are attached and who have these first class steamers under their command have been in the Indian trade all their sea lives in different classes of ship ; they can and do affirm they have seldom seen a monsoon exceed in force that of a summer gale in England.

We admit the monsoon at the burst is some times bad for a few days, but with a well equipped ship and not loaded deeper than *the centre of the disc* there would be no danger to her, life or cargo.

Neither have we at any time heard of, or known of a steamer to be lost in the monsoon, with the exception of two ever since the opening of the Suez Canal. We would further point out to you that if this Act becomes law the steamers coming to your port will have ten months and ten days winter in every year, as from the first of October to the first of April are winter months at home and from twenty first of May to the end of September here.

We therefore unanimously ask you to reconsider your decision at least for this immediate monsoon, until we have had on opportunity of seeing our owners and talking the matter over with them.—We are, &c.,

G. HEMBERG, (and others).

MARINE DEPARTMEMT.

Bombay Castle, 13*th March* 1893.

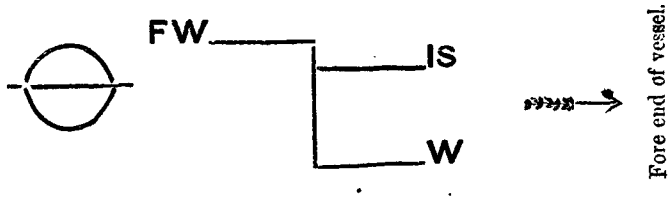
No. 27.—In exercise of the power conferred by Section 40, sub-sections (1) and (2), of the Indian Merchant Shipping Act (VII of 1880), as amended by the Deck and Load Lines Act (XVII of 1891), and with the previous sanction of the Governor General in Council, the Governor in Council is pleased to make the following rules :—

Rules as to Load-line Marks, Seasons, Certificates, Draught of Water and Freeboard.

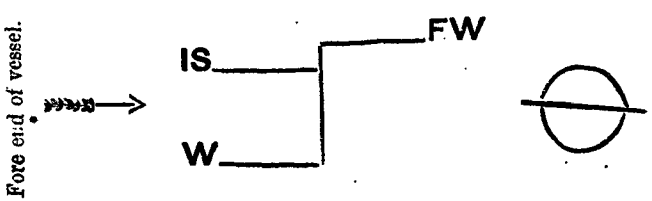
1. The lines to be used in order to indicate the maximum load line under different circumstumstances and at different seasons shall be nine inches in length and one inch in thickness, and the maximum load line shall be the upper edge of each of such lines.

2. The said lines shall be horizontal lines marked on both sides of the ship, extending from and at right angles to a vertical line marked twenty-one inches forward of the centre of the disc. The maximum load line in fresh water shall be marked abaft such vertical line and the maximum load lines in salt water shall be marked forward of such vertical line, as shown in the following diagrams :

Starboard Side.



Port Side.



The arrow (⟶) points in the direction of the vessel's head. The provisions of the Indian Merchant Shipping Act, 1880, Chapter II, shall have effect as if any such maximum load line were drawn through the centre of the disc.

3. Such maximum load lines shall be as follows, mamely :—

For fresh water,

„ Indian summer (fair weather season),

„ Indian foul weather season.

and shall be distinguished by initial letters permanently and conspicuously marked opposite such horizontal lines as aforesaid, such initial letters being as follows :—

F.W.—Fresh water.

I.S.—Indian summer (fair weather season).

W.—Indian foul weather season.

The upper edge of the horizontal line passing through the centre of the disc shall always indicate the summer freeboard in salt water.

4. Steamships and sailing vessels engaged in the foreign trade shall be marked with such of the horizontal lines as aforesaid as are applicable to the nature of their employment. Sailing ships engaged solely in the coasting trade shall only be marked with the line indicating the maximum load line in fresh water.

5. The said disc, and the lines, or marks, to be used in connection therewith, shall be painted white or yellow on a dark ground, or black on a light ground, and the position of the disc, and of each of the lines, shall, in the case of iron and steel vessels, be permanently marked by centre punch marks, and shall, in the case of wooden vessels, be sunk for their breadths into the planking a depth of not less than one-quarter of an inch.

6. Application for certificate of approval of the position of the disc or any alteration thereof shall be made to the Shipwright Surveyor to the Port in the form marked L.L. 1 in the schedule hereto annexed, and the certificate shall be issued in duplicate in the form marked L. L. 2 in the schedule hereto annexed; one part shall be delivered to the applicant, and the other part shall be forthwith sent to the Port Officer of Bombay.

7. The master of every British or British Indian ship shall, before she leaves any port for the purpose of proceeding to sea, enter in the official log all the particulars stated in the certificate so issued as aforesaid if not previously entered.

8. For the purposes of these Rules—

(*a*) the expression "Indian summer (fair weather season)" shall mean, in the Bay of Bengal (*i.e.*, east of Tuticorin), the period from the 21st November to the 10th May, and in the Arabian Sea (*i.e.*, west of Tuticorin), the period from the 1st October to the 20th May ; and

(*b*) the expression "Indian foul weather season" shall mean, in the Bay of Bengal (*i.e.*, east of Tuticorin), the period from the 11th May to the 20th November, and in the Arabian Sea (*i.e.*, west of Tuticorin), the period from the 21st May to the 30th September.

SCHEDULE

FORM L.L. 1.

APPLICATION for CERTIFICATE of APPROVAL of the position of a LOAD LINE DISC under the provisions of the Indian Merchant Shipping Act (VII of 1880) as amended by the Deck and Load Lines Act (XVII of 1891).

APPLICATION is hereby made to the Shipwright Surveyor to the Port for a certificate of approval of the position [or alteration of the position] of a load line disc on the Official No.
[The vessel is classed in] [is not classed].

No application has been made for a certificate of approval of the position [or alteration of the position] of a load line disc on this vessel to any other authority appointed in accordance with the Indian Merchant Shipping Act (VII of 1880) as amended by the Deck and Load Lines Act (XVII of 1891).

Dated this day of 18 .

Managing Owner.

FORM L.L. 2.

CERTIFICATE of APPROVAL of the POSITION [or alteration of the position] of the DISC on the steamship [or sailing vessel] "
," Official No. , in pursuance of the Indian Merchant Shipping Act (VII of 1880), as amended by the Deck and Load Lines Act (XVII of 1891.)

I, the Shipwright Surveyor to the Port, an officer of the Government of Bombay, have approved on behalf of the Government of Bombay the position [or alteration of the position] of the disc on the steamship [or ship] " ," Official No. , and hereby certify that the centre of such disc is placed at feet inches below the deck-line marked under the provisions of the Merchant Shipping Act, 1876 [Indian Merchant Shipping Act 1880].

This certificate is to remain in force only so long as

Dated this day of 18 .

Position of Lines to be used in connection with the disc.

Maximum load line in fresh water feet inches above the centre of the disc.

Maximum load line in Indian summer (fair weather season) feet inches above the centre of the disc.

Maximum load line in winter or Indian foul weather season feet inches below the centre of disc.

Note.—In accordance with Rules made by the Government of Bombay, the disc and lines must be permanently marked by centre punch marks or cutting, and the particulars given in this certificate are to be entered in the official log.

By order of His Excellency the Right Honorable the Governor in Council,

C. A. CUNINGHAM,, Brigadier-General,
Secretary to Government.

BOMBAY CHAMBER of COMMERCE, 18*th May* 1893.

H. W. ULOTH, Esq., Superintendent, P. and O. S. N. Company (and others).

DEAR SIRS,—I am directed to acknowledge the receipt of your letter of the 12th instant on the subject of the Deck and Load Lines Act, and to say that, in accordance therewith, the Committee have telegraphed to the Secretary to Government, Marine Department, requesting that the rules in question may be held in abeyance in the meantime.—I am, &c.,

JOHN MARSHALL, *Secretary.*

BOMBAY CHAMBER OF COMMERCE, 22*nd May* 1893.

CAPTAIN HEMBERG (and others).

DEAR SIRS,—I am directed to acknowledge the receipt of your letter (forwarded to the Chamber through Messrs. Killick Nixon & Co.) on the subject of the rules under the Deck and Load Lines Act, and in reply to say that the Committee have submitted a representation to Government requesting that the rules should be held in abeyance in the meantime.—I am, &c.,

JOHN MARSHALL, *Secretary.*

Telegram, dated 17th May 1893, from the SECRETARY, BOMBAY CHAMBER OF COMMERCE, to the SECRETARY TO GOVERNMENT, MARINE DEPARTMENT, Bombay, Mahableshwar.

"Committee of Chamber beg to request that the Rules under the Deck and Load Lines Act, XVII of 1891, published under Departmental Notification No. 27 of 13th March 1893, be suspended pending representations from the Chamber by letter. Immediate imposition has taken shipowners by surprise, and the effect of load line notified will place vessels trading to India in a very unfair position."

BOMBAY CHAMBER OF COMMERCE, 19*th May* 1893.

The SECRETARY to GOVERNMENT, MARINE DEPARTMENT,
Bombay, Mahableshwar.

SIR,—I have the honour by direction to confirm the following telegram despatched to your address on the 17th instant :—

> "Committee of the Chamber beg to request that the rules under the Deck and Load Lines Act, XVII of 1891, published under Departmental Notification No. 27 of 13th March 1893, be suspended pending representations from the Chamber by letter. Immediate imposition has taken shipowners by surprise, and the effect of load line notified will place vessels trading to India in a very unfair position."

(2.) The Notifications published in the *Government Gazette* of 1st December 1892 and 16th March 1893, respectively, entirely escaped the attention not only of the Chamber but also of Shipowners and Agents, and it is only through a notice posted in the office of the Port Officer having been casually observed, that people interested have become aware of this important regulation.

(3.) When the question was last brought before the Chamber by your letter No. 277 G. of 2nd December 1890, the attention of Government was prominently drawn to the fact that monsoon weather in India was never so bad as winter weather on the English Coast, and that summer weather in the United Kingdom was never so uniformly fine as the fair season in India, and that it would accordingly be necessary to have distinct marks laid down, one for the fine season limit in this country and another for the monsoon months. After this expression of opinion the Chamber received no further communication from Government on the subject, and the trade therefore was scarcely prepared for a decision being arrived at without, in the first instance, having an opportunity of discussing it in the usual way. Even when the question was submitted for opinion on 2nd December 1890, no diagram was furnished showing clearly what the effect of the proposed marking would be, and the Committee of the Chamber were, therefore, to a certain extent, in the dark as to the exact incidence of the rules then proposed. If the Notification of 1st December 1892,

had been brought to the notice of the Chamber in accordance with the practice laid down in the Notification of the Government of India, Department of Finance and Commerce, No. 3383 of 7th October 1885, the diagram therein given would at once have enabled the Committee to perceive the nature of the intended rules; but having been published only in the official Gazette, the rules have come upon all interested with surprise, and shipowners in England have chartered their steamers, and merchants here have engaged to load them, without any knowledge of the great restriction in carrying capacity which these rules, if maintained, will enforce after the 20th instant. That the effect on the trade will be very serious may be inferred from the fact that in the class of steamers generally loading for Europe the difference between placing the load line at the English winter mark as compared with the line marking the middle of the disc known as the Lloyd's Register mark, will amount to from 100 to 180 tons of cargo, which, multiplied by the large number of vessels likely to leave this Port as between 20th May and 30th September, would run to very large figures in loss of freight on the one side and loss of profit on the other. And in the opinion of my Committee no valid reason exists for placing the load line during the monsoon season at the low figure of the equivalent of the winter load line in England.

(4.) Since the opening of the Suez Canal 24 years ago, only two homeward-bound steamers have been lost between Bombay and Aden during the monsoons eason, and there is no evidence to show that even in these cases overloading was the cause of loss. There are doubtless a few days at the burst of the monsoon when comparatively heavy weather is experienced in the Indian Ocean, but even then the strength of the monsoon gale cannot be said to exceed a summer storm on the Coast of England, while the greater portion of the time simply means strong head winds which the powerful and well equipped steamers of the present day meet without danger or difficulty. There seems no reason on that account, therefore, to place the load line beyond the English summer mark.

(5.) There is, moreover, another feature resulting from the rules which is manifestly unfair to vessels trading between India and England, in that the requirement of the winter load line during the monsoon months on this side

would practically place these steamers on a winter load line for upwards of ten months of the year, the English Law enforcing the winter mark from the 1st October to the 1st April, while from the 21st May to the end of September the monsoon requirement on this side would have to be observed.

(6). My Committee understand that the rules under the Act have not yet been published in Calcutta, and that being the case they consider no disadvantage would arise from the rules on this side being held in abeyance until the matter could be further discussed. They trust, therefore, that His Excellency the Governor in Council may be pleased to suspend the operation of the rules in the meantime pending such further enquiries as His Excellency may deem necessary.—I have, &c.,

JOHN MARSHALL, *Secretary.*

BOMBAY, 22*nd May* 1893.

The operation of the Deck and Load Line rules, which were issued by Government under the Indian Merchant Shipping Act, VII of 1880, as amended by the Deck & Load Lines Act of 1891, is, under the orders of Government, suspended for the present.

MAURICE BEAN, Port Officer.

BOMBAY, 22*nd May*, 1893.

The Steam ship Masters now in port beg to return their sincere thanks to the Secretary, Bombay Chamber of Commerce, for his kindness in forwarding their petition to Government and for the able manner in which he has represented their grievances to his Excellency, which we feel assured he has done to bring about such satisfactory result.

We also thank him heartily on behalf of our owners for what we trust will prove a permanent removal of a serious obstructions to the welfare of their property, and we fear what would prove a great drawback to the prosperity of the port of Bombay,—We are, &c.,
For, and on behalf of my brother ship masters,

J. R. DURANT,
S.S. "Knight Companion."

BOMBAY CHAMBER OF COMMERCE, *1st June*, 1893.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—I am directed to wait upon you with the enclosed copy of a representation made by this Chamber to the Government of Bombay on the subject of the Deck and Load Line Act XVII of 1891 and the rules published thereunder by the local Government.

As the result of this representation, these rules have been placed in abeyance in the meantime, and I am now directed to suggest that your Chamber should take the matter into consideration and make such representations to the Government of Bengal as may seem desirable. I am to point out to you the serious difference in carrying capacity of steamers as between the load line suggested by the Bombay Government and that supported by the Chamber, and also the effect upon vessels trading with England as shown by paragraph 5 of the Chamber's letter.—I have, &c.,

JOHN MARSHALL, *Secretary.*

No. 700-93.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, *3rd July* 1893.

JOHN MARSHALL, Esq., SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—With reference to you letter dated the 1st June last, on the subject of the Deck and Load Lines Act, XVII of 1891, and the rules published thereunder, I am instructed to hand you the enclosed copy of this Chamber's letter to the Marine Department of the Government of Bengal, No. 227-93, dated the 24th of February last.—I have, &c.,

W. PARSONS,
Assistant Secretary.

No. 227-93.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, *24th February*, 1893.

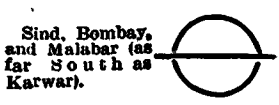
From S. E. J. CLARKE, ESQ., SECRETARY, BENGAL CHAMBER OF COMMERCE.

To the SECRETARY to the GOVERNMENT of BENGAL, MARINE DEPARTMENT.

Marine.

SIR,—The Committee of the Chamber of Commerce desire me to say that they have considered your letters No. 242 dated 28th January, and 310 dated 9th February. They think that the periods which are proposed as appropriate to $\frac{I\,S}{\text{Fair Season}}$ $\frac{S}{\text{Summer}}$ $\frac{W}{\text{Foul Season}}$ are best shown by the diagrams below :—

		M. D.
F W		
	I S—6th Nov. to 31st Mar.	=4·24
	S—7th July „ 5th Sept.	=2
	W—1st April to 6th Jy.	=3·6 MD
	6th Sept. „ 6th N.	=2 5·6
	W N A	



		M.
F W		
	I S—1st Oct. to 30th April	=7
	S—1st Sept. „ 30th Sept.	=1
	W—1st May „ 31st Aug.	=4
	W N A	

		M. D.
F W		
	I S—1st Oct. to 30th April	=7
	S— 5th Aug. „ 30th Sept.	=1·15
	W—1st May „ 15th Aug.	=3·15
	W N A	

In the diagrams (which are identical with those of the Board of Trade) the F W (fresh water) mark is appropriate to the $\frac{S}{\text{Summer}}$ mark only, and there is no provision for the loading in fresh water (in this or any other river) for vessels loading during the $\frac{I\,S}{\text{Fair Season}}$ period; the effect of this omission is to restrict the loading of vessels in this river to the $\frac{S}{\text{Summer}}$ mark only, and thus put them at a disadvantage, as compared with vessels loading in salt water ports.

As to the periods proposed, if any distinction as regards weather for load line purposes is admitted, the periods named appear reasonable; but it was claimed by Messrs. Mackinnon Mackenzie & Co., in their letter of August 5th, 1892 (to your address), that, for load line purposes experience had shown that the summer load line was safe for all weathers in the Indian Seas, and no evidence to the contrary has been brought forward.

I am to mention that, the fresh-water mark was instituted when there was only one load line for salt water, and it appears to have been taken over by the Board of Trade and following them by the Indian Government, without considering its effect on the new load line marks.—I have, &c.,

S. E. J. CLARKE, Secretary.

CHAMBER of SHIPPING of the UNITED KINGDOM,

LONDON, *October 6th*, 1893.

Indian Free Board.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—You may have noticed that in reply to a question, which was put to the Under-Secretary of State for India, in the House of Commons in June last, by Mr. Forwood, M. P., Mr. Russell stated that the Draft of the New Rules, upon the above subject, would be published, so as to give British shipowners an opportunity of considering them before they came into operation.

I was instructed by the Executive Council of this Chamber, at their meeting yesterday, to ask you to be so kind as to forward to me the earliest possible intimation of any new regulations, which the Indian Government may have drafted with regard to Load Lines.

My Council are very anxious that no new regulations shall be suddenly sprung upon British shipowners, and they will therefore be much obliged by your kind attention to their request in this matter.—I am, &c.,

D. H. COOKE, Secretary.

THE LOAD DRAFT OF VESSELS LEAVING INDIA.

Mr. Forwood in the House of Commons, on Thursday, June 8, asked the Under-Secretary of State for India, whether his attention has been called to the recently promulgated order of the Indian Government fixing the load draft of vessels leaving India, with regard to which the preliminary and final notice were only published in a paper having no mercantile circulation; is he aware that the regulations differ from those issued by the English Board of Trade, which do not regard voyages between Gibraltar and Singapore as subject to the winter load-line, whilst the new Indian rules place the vessels on the same latitude and seas under the loading limits for winter passages; whether he is aware that the practical effect of the new regulations will be to restrict all vessels trading between Great Britain and India throughout the year to the winter load-line; do the rules, which make a difference of one-twentieth in a vessel's carrying capacity, apply to foreign vessels trading with India; does section 43 of the Indian Load Line Act of 1891, under which vessels arriving from England are exempted from its operation, apply to those vessels when departing from India; and will he ask the Government of India to suspend the operation of the new orders until the shipowners in England have had an opportunity of submitting their objections.

Mr. G. Russell: 1. Yes, Sir, the Secretary of State has seen the regulations cited. Draft of the proposed regulations was made public at Bombay several months before they took effect The regulations as finally settled, were published in the usual way at that port.

2. The Secretary of State is advised by the Board of Trade that the Indian regulations do not differ from the home regulations, though

they declare what are in those waters "the recognised summer months" within the meaning of the regulations issued by the Board of Trade.

3. The Secretary of State is advised by the Board of Trade that the practical effect of the Indian Regulations is not as suggested at clause 3 of the Right Hon. member's question, though, from the nature of the case, the winter season at home and the foul season in India overlap one another.

4. The regulations do not apply to foreign vessels.

5. The Secretary of State is unable to state authoritatively what is the legal interpretation of the Act of the Indian legislature.

6. The Secretary of State does not propose to suspend the operation of the regulations; but any representation from British shipowners engaged in the Indian trade will receive careful consideration.

BOMBAY CHAMBER of COMMERCE, 26*th October* 1893.

The SECRETARY, CHAMBER of SHIPPING of the UNITED KINGDOM, London.

DEAR SIR,—I am in receipt of your letter of the 6th instant calling attention to the statement made by Mr. Russell in the House of Commons on 8th June 1893, in reply to a question addressed to him on the subject of the load-draft of vessels. The remarks made by the Under-Secretary of State India on that occasion no doubt referred to certain regulations framed by the Bombay Government under the provisions of the Deck and Load Lines Act of 1891, to come into force from 20th May 1893. Before the introduction of these rules, however, the Committee of this Chamber, owing to representations having been made to them by steamer agents on this side, addressed the local Government strongly deprecating the introduction of the new rules. A copy of their communication to Government, dated 19th May 1893, is enclosed herewith for your information. In consequence of this representation, the Notification of the Bombay Government was immediately placed in abeyance, and the operation of the rules has since been suspended.

The Committee will be glad to communicate with you again when the question is next revived, and should any fresh rules be published they will be happy to furnish you with a copy of same. In the meantime I enclose for your information a copy of the rules referred to above.—I am, &c.,

W. R. MACDONELL, *Chairman.*

APPENDIX G.

TRANSFER OF PROPERTY ACT, 1882.

BOMBAY, 1*st June* 1893.

JOHN MARSHALL, ESQUIRE,
Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I have the honour to forward for the information of the Chamber printed copy of a memorandum in reference to the Transfer of Property Act, 1882, which has been forwarded to the Government of Bombay on behalf of the three branches of the legal profession practising here.—I have, &c.,

H. C. BURDER,
Secretary, Bombay Law Society.

18*th May* 1893.

To the CHIEF SECRETARY to the Government of Bombay,
Secretariat.

SIR,—The undersigned as representing the three branches of the Legal Profession (viz., Barristers and Advocates and Pleaders and Attorneys) practising in Bombay have the honor to draw attention to Sec. 136 of the Transfer of Property Act, 1882, and to submit that the repeal or amendment of that Section is urgently called for in the interest of the Legal Profession and of the public generally.

2. The Act did not come into force in Bombay until the 1st of January 1893.

3. This representation is based on the assumption that, though not specially mentioned in the Section, Barristers and Advocates may be held to be included in the term "Pleader," and that Attorneys may be held to be included in the words "other officer connected with" so far as all Courts are concerned and that Attorneys might also be held to be included in "Pleaders" so far as Courts in which they have audience are concerned, or, at any rate, that until an authoritative ruling on the Section is obtained, it may be apprehended or contended that such is the true construction of the words "Pleader" and "other officer, &c."

4. The undersigned while not wishing to call in question the advisability of the Legislature prohibiting the purchase by Members of the Legal Profession or by persons connected with Courts of Justice of

certain classes of claims, presume that it could never have been the intention of the Legislature to include among claims the subject of this novel and special legislation, securities or modes of investment of either of the following classes, viz :—

(*a*) Recognized modes of investment such as Debentures or Bonds of a Municipality, Port Trust or other public corporation, or Debentures of any incorporated company ; Deposits, &c.

(*b*) Mortgages of either moveable or immoveable property or any other form of security the terms of which indicate that it was the intention of the party creating the obligation that the security should be freely transferable.

5. The undersigned, however, apprehend that however startling might be a decision to the effect that a member of the Legal Profession or a person connected with a Court of Justice is disqualified from purchasing say a Debenture of the Municipality of Bombay, and while recognizing the possibility of its being held that the Section in question can have no application to a security of this nature, beg most respectfully to submit that it is highly undesirable that any doubt should exist, or that there should be any possibility of such a question being raised in the point.

6. " Actionable claim " is defined by Sec. 130 of the Act. A definition which seems wide enough to include both of the classes of investments abovementioned, which would consequently come within the operation of Section 136 unless they happened to be " negotiable instruments " (Section 139). It seems also possible that interests in Leaseholds might be held to be included in " actionable claim."

7. It is apprehended that the documents in the nature of Bonds of the Trustees of the Port of Bombay are negotiable instruments, but that, on the contrary, the Debentures of the Municipality of Bombay are not.

8. The undersigned, assuming that it was never the intention of the Legislature, nor contemplated by the framers of this Act, that Section 136 should apply to investments of either of the abovementioned classes, do not feel it necessary to point out the useless injustice which would be imposed upon the Legal Profession if they were prohibited from purchasing securities of this nature, but assuming that they are right in this assumption, they believe that the necessity for all possible doubt on the subject being removed needs no further demonstration.

9. The wide and more important subject to the public remains to be dealt with.

10. Assuming that Section 136 does prohibit the purchase by a member of the Legal Profession or by a person connected with a Court of Justice of any of the classes of investments referred to in paragraph 4 of this memorial, it would apparently follow that the title of any subsequent holder of any such security would be invalidated by any previous holder having been, when he purchased it, a member of the Legal Profession or one connected with a Court of Justice.

11. The inconvenience and possibly ruinous loss which may be thus inflicted upon a wholly innocent holder of securities of large value by a circumstance of which he may have no knowledge nor means of knowledge, and as to which it might be impossible for him to obtain the requisite information, shows at once, it is submitted, the imperative necessity either for at once repealing this Section, or confining it within far stricter limits than those which may hereafter be assigned to it.

12. As to the form which any amendment should take your memorialists believe that there are strong reasons for thinking that it would be preferable that the whole of Chapter VIII. should be repealed, or at any rate that it should have no application to the towns of Calcutta, Madras, Bombay, Karachi and Rangoon. It is feared that the evils caused, or likely to be caused, by the remedy applied by this Charter as suggested by the memorial may be worse than the disease sought to be cured.

In commercial communities where transactions of great complexity and variety are of daily occurrence, any restrictions whatever upon freedom of contract are more likely to afford facilities to the fraudulent than protection to the ignorant and distressed.

Negotiable instruments are the forms of "Claims" which it is particularly desirable that officers of the Court and members of the Legal Profession should not deal in, but the Legislature has evidently considered the objections to any restraint in this direction to be overwhelming.

Should, however, the above towns not be exempted from the operation of this Chapter, there can be but little doubt but that the Chapter ought to have no application to any of the modes of investment indicated in paragraph 4 of this memorial.

It would be a matter for consideration the precise terms in which such investments should be excluded, but your memorialists submit that any amendment should be drafted with the view of excluding the following, provided it be found practical to draft an enumeration with sufficient clearness to find a place in an Act of the Legislature:—

(*a*) Claims to or in relation to any share in any incorporated company.

(*b*) Bonds or Debentures or other obligations of any incorporated company or any incorporated body such as a Municipality, Port Trust, &c.

(*c*) Deposits with any incorporated Bank or private Bank or Bankers, including in the latter term persons accustomed to accept money in the sense in which the word "deposit" is popularly used. Sece. I. L. R. 16 Cal. at p. 29. (The practice is in the case of deposits with a Bank for a simple receipt for the money to be given in which is stated the time at which the amount may be withdrawn, a document which is consequently not a negotiable instrument, in fact such receipts are usually expressly stated to be "not negotiable," while so far as deposits with private Bankers or Merchants are concerned no document of any sort is passed beyond sometimes an entry in the Depositer's Pass-Book).

And (*d*) All other securities and modes of investments which are commonly dealt with in a stock or share market.

2. Claims arising under written documents (whether mortgages of immoveable or moveable property or choses in action) in which it is expressly provided or it is to be necessarily inferred, that it was the intention of the person liable for the claim that such claim should be capable of being transferred.

13. With reference to the last class of securities which would include all mortgages, it is obvious that if it was the intention of the party liable to create an obligation on which the Transferee might sue, there is no ground for the Legislature prohibiting such a transaction, and that if it do so, its effect is to depreciate the value of the security so created, and consequently to impose upon the person liable to a greater difficulty in raising money.

14. While on this subject the undersigned beg to suggest that having regard to Section 135 and the conflicting decisions of the various High Courts in India as to the application of that Section it is highly desirable that the whole of the securities enumerated in the preceding paragraph 12, should be wholly exempted from the operation of Chapter VIII. of the Act, and they would further suggest that it is also most desirable that Section 135 should have no application to a sale by an Official Assignee or Trustees of the estate of an Insolvent or a Bankrupt (including a Trustee under a composition deed) or by a Liquidator of a Company when disposing of any asset vested in him. It is most essential that at any rate persons of this class should have the power to sell such claims, as otherwise they might be wholly lost to creditors; or the liquidation of estates may be postponed until the last claim has been got in.

15. It is submitted that in any case it is desirable that Section 137 should have no application to an obligation (*e. g.* Debenture of a company) by the terms of which the transferee is to be free from equities affecting any previous holders. Debentures are now usually issued with such a clause.—We have, &c.,

L. J. ROBERTSON,
Acting Secretary to the Bar.
MANEKSHAH J. TALEYARKHAN,
Secretary, Pleaders' Association of Western India.
H. C. BURDER,
Acting Secretary, Bombay Law Society.

BOMBAY CHAMBER OF COMMERCE, *20th June* 1893.

The SECRETARY to GOVERNMENT, LEGISLATIVE DEPARTMENT, Bombay.

SIR,—Having been favoured by the Secretary of the Bombay Law Society with a copy of a communication addressed to Government, under date of 18th May last, by the Societies representing respectively the Barristers, Pleaders, and Attorneys practising in Bombay regarding the "Transfer

of Property Act, 1882," the Chamber has had the matter under consideration, and I am now directed to respectfully address Government in support of the representation mentioned.

2. The members of the Chamber are not competent to discuss the exact legal definitions which may be attached to the provisions of the Act, either as regards the officers of Court concerned or the documents affected, and do not therefore trouble Government with any remarks on the portions of the memorial defining these points; but assuming that the Act may have the effect contemplated by the legal profession, the Committee of the Chamber respectfully beg to endorse and support paragraphs 10 to 15 of the memorial.

3. It would, in the opinion of the Chamber, not only be manifestly unfair to Barristers, Pleaders, Attorneys, and other officers of Court to deprive them of the right of investment in the securities enumerated in paragraph 4 of the memorial, but the consequences of such a law being in force might be most serious to future holders of such instruments, who might, without default on their own part, find themselves in the position of having no good title to their investments.

4. The possible results of the Act, indeed, are such as the Committee of the Chamber feel sure were never contemplated by the Legislature, and they feel confident, therefore, that the matter has only to be brought to the notice of Government to lead to the sections being repealed or amended.—I have, &c.,

JOHN MARSHALL, *Secretary.*

BOMBAY CHAMBER OF COMMERCE, *20th June* 1893.

The SECRETARY, BOMBAY LAW SOCIETY.

DEAR SIR,—I am directed to acknowledge the receipt of your letter of the 1st instant, giving cover to copy of a letter addressed by your Society to the local Government in reference to the Transfer of Property Act, 1882, and in reply to say that the Committee of the Chamber of Commerce have supported your memorial in a representation addressed to Government.—I am, &c.,

JOHN MARSHALL, *Secretary.*

APPENDIX H.

AMENDMENT OF THE INDIAN STAMP ACT.

BOMBAY CHAMBER OF COMMERCE, *26th October* 1893.

The SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Simla.

SIR,—Under date of 2nd March 1892 the Committee of the Bombay Chamber of Commerce had the honour of addressing you calling attention to the uncertainty which prevails as to the manner in which adhesive stamps used on bills or contracts should be cancelled, and suggesting an alteration of the law so as to provide for a more definite mode of cancelment. In the reply received from the Government of India, No. 1259, dated 24th March 1892, it was stated that the point had already been noted for consideration when the Indian Stamp Act was next amended.

2. As it is now proposed by the Government of India to amend the Act in question with respect to Policies of Sea Insurance and Sale Certificates, the Committee consider that the present is a favorable opportunity of dealing with the Chamber's suggestion, and they would accordingly respectfully suggest that H. E. the Governor General in Council might be pleased to introduce this amendment in the Bill which is now before the Legislative Council.—I have, &c.

W. R. MACDONELL, *Chairman.*

No. S. R. 4815.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPAREMENT.

SIMLA, *4th November* 1893.

To W. R. MACDONELL, Esquire, CHAIRMAN, CHAMBER OF COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated the 26th October 1893, suggesting that advantage may be taken of the amendment of the Indian Stamp Act, 1879, with respect to policies of sea insurance and sale certificates to give effect to the proposal of the Chamber, made in their etter dated 24th March 1892, for the amendment of the Act so as to provide for a definite mode of cancelling adhesive stamps.

2. I am to say that both the matters in respect of which the Stamp Act is now being amended pressed for settlement in view to the removal of specific hardship, and it was decided not to embody in the amending Bill any other matters which would involve delay. The Chamber's proposal has, therefore, been held over with several other amendments, until the Act comes under general revision.—I have, &c.

J. E. O'CONOR,
Assistant Secretary to the Government of India.

No. 8181 A. of 1893.

REVENUE DEPARTMENT.
BOMBAY CASTLE, *8th November* 1893.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed by His Excellency the Governor in Council to forward herewith a copy of the Bill to amend the Indian Stamp Act, 1879, with Statement of Objects and Reasons, and to request that you will be so good as to favour Government with the opinion of the Chamber on the provisions of the Bill by the 15th proximo,—I have &c.,

W. L. HARVEY,
Under-Secretary to Government.

A

BILL

TO

Amend the Indian Stamp Act, 1879, with respect to Policies of Sea-insurance and Sale-certificates.

WHEREAS it is expedient to amend the Indian Stamp Act, 1879, with respect to policies of sea-insurance and sale-certificates; It is hereby enacted as follows:—

Policies of Sea-insurance.

Insertion of new section between sections 7 and 8, Act 1 1879, respecting sea-insurance.

1. Between section 7 and section 8 of the Indian Stamp Act, 1879, the following section shall be inserted, namely:—

Policies of sea-insurance.

"7A. (1) No contract for sea-insurance (other than such insurance as is referred to in section 55 of the Merchant Shipping Act Amendment Act, 1862), shall be valid unless the same is expressed in a policy of sea-insurance.

"(2) No policy of sea-insurance made for time shall be made for any time exceeding twelve months.

"(3) No policy of sea-insurance shall be valid unless itspecifies the particular risk or adventure, or the time for which it is made, the names of the subscribers or underwriters, and the amount or amounts insured.

"(4) Where any sea-insurance is made for or upon a voyage and also for time, or to extend to or cover any time beyond thirty days after the ship shall have arrived at her destination and been there moored at anchor, the policy shall be charged with duty as a policy for or upon a voyage, and also with duty as a policy for time."

Amendment of schedule I, Act I, 1879, respecting sea-insurance.

2. For division (*a*) of article 49 of Schedule I of the said Act, as amended by Act I of 1888, relating to sea-insurance, the following shall be substituted, namely :—

	DESCRIPTION OF INSTRUMENT.	PROPER STAMP DUTY.
		Rs. A. P.
POLICY OF INSURANCE.	(*a*) In the case of sea-insurance—	
	(*1*) for or upon any voyage—	
	(*i*) where the premium or consideration does not exceed the rate of two annas or one-eight per centum of the amount insured by the policy	0 1 0
	(*ii*) in any other case, in respect of every full sum of one thousand rupees and also any fractional part of one thousand rupees insured by the policy...	0 2 0
	(2) for time—	
	(*iii*) in respect of every full sum of one thousand rupees and also any fractional part of one thousand rupees insured by the policy—	
	where the insurance shall be made for any time not exceeding six months	0 3 0
	where the insurance shall be made for any time exceeding six months and not exceeding twelve months...	0 6 0

Sale-certificates.

Inapplicability of section 24, Act I, 1879, to sale-certificates.

3. Section 24 of the said Act shall be held not to apply and never to have applied to any such certificate of sale as is mentioned in article 16 of Schedule I of that Act:

Provided that nothing in this section shall be deemed to affect any decree or order made by any Court or Revenue-officer before the commencement of this Act.

Amendment of Schedule I, Act I, 1879, respecting sale-certificates.

4. In the third column of Schedule I of the said Act, after the words "the purchase-money" against article 16, the word "only" shall be added.

STATEMENT OF OBJECTS AND REASONS.

The objects of this Bill are (*a*) to assimilate, as far as possible, the Stamp Law of India respecting policies of sea-insurance to that enacted for the United Kingdom by the Stamp Act, 1891 (54 & 55 Vict., c. 39, sections 93 and 94 and Schedule I), and (*b*) to determine the construction which is to be placed on Schedule I, article 16, of the Indian Stamp Act, 1879, read with section 24 of that Act, in relation to sale-certificates.

Policies of Sea-insurance.

2. The rates of stamp-duty on policies of sea-insurance in India are now generally heavier than in other countries, and the consequence is the displacement of a good deal of sea-insurance business which used to be transacted in India.

Representations on the subject have been received from Calcutta and Bombay, and the Governor General in Council is of opinion that the request made therein for reduced rates of stamp-duty on policies of sea-insurance ought generally to be granted.

Sale-certificates.

3. The question in regard to these documents, which is one of very great importance to the community at large, is as to the consideration for which stamp-duty is to be charged. At present there is a difference of opinion on the question—one opinion being held by the Calcutta, Madras and Allahabad High Courts* and another by the Bombay High Court.†

* I. L. R. 10 Cal. 92.
" 5 Mad. 18
" 7 Mad. 421.
" 15 All. 107.
† I. L. R. 5 Bom. 470.
" 9 Bom. 47.
" 15 Bom. 532.

The question must, in the opinion of the Governor General in Council, be set at rest as soon as possible, and, so far as may be, retrospectively, as well as prospectively, in the manner required by the majority of the authorities, which happens to be that most favourable to the subject.

20*th October*, 1893. D. BARBOUR.

BOMBAY CHAMBER OF COMMERCE, 5*th December* 1893.

The SECRETARY to GOVERNMENT, REVENUE DEPARTMENT, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 8181 A of the 8th ultimo, and in reply to say that the provisions of the Bill to amend the Indian Stamp Act, 1879, with respect to policies of sea-insurance and sale-certificates meet with the entire approval of the Chamber.—I have, &c.,

JOHN MARSHALL, *Secretary.*

APPENDIX I.

SUGGESTED AMENDMENT OF THE INDIAN COMPANIES ACT, VI OF 1882.

BOMBAY CHAMBER of COMMERCE, *28th June* 1893.

The SECRETARY to the GOVERNMENT OF INDIA, Legislative Department, Simla.

SIR,—I am directed by the Committee of the Chamber to wait upon you with copy of an Act passed by Parliament in England, entitled "Companies (Memorandum of Association) Act 1890," being an Act to give further powers to companies with respect to certain Instruments under which they may be constituted or regulated.

2. In the opinion of my Committee this Act, or one of similar purport, would be of the greatest service in this country, where the difficulties which the English Act has been passed to meet, are of frequent occurrence. As the law stands here at present, it is impossible for a Company registered under the Indian Companies' Acts to amend its Memorandum of Association or Deed of Settlement with respect to the objects of the Company, without going into liquidation and reconstructing the Company—a process involving not only considerable expense, but frequently one which endangers the well-being of the Company.

3. The Committee of the Chamber have no doubt that there are other points in which the Indian Companies' Acts might be amended with advantage; and they would therefore respectfully request Government to add the provisions of the enclosed English Act to any amending Bill which they may deem desirable to bring forward for the purpose of placing the existing Indian Companies' Acts on a better footing.—I have, &c.,

JOHN MARSHALL, *Secretary*.

COMPANIES (MEMORANDUM OF ASSOCIATION) ACT, 1890.

(53 & 54 VICTORIA, CHAPTER 62.)

AN ACT TO GIVE FURTHER POWERS TO COMPANIES WITH RESPECT TO CERTAIN INSTRUMENTS UNDER WHICH THEY MAY BE CONSTITUTED OR REGULATED.

Be it enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows :—

1.—(1). Subject to the provisions of this Act, a company registered under the Companies Acts, 1862 to 1886, may, by special resolution, alter the provisions of its memorandum of association or deed of settlement with respect to the objects of the company, so far as may be required for any of the purposes hereinafter specified, or alter the form of its constitution by substituting a memorandum and articles of association for a deed of settlement, either with or without any such alteration as aforesaid with respect to the objects of the company, but in no case shall any such alteration take effect until confirmed on petition by the Court which has jurisdiction to make an order for winding up the company.

(2). Before confirming any such alteration the Court must be satisfied :—

(*a*) that sufficient notice has been given to every holder of debentures or debenture stock of the company, and any persons or class of persons whose interests will, in the opinion of the Court, be affected by the alteration ; and

(*b*) that, with respect to every creditor who in the opinion of the Court is entitled to object, and who signifies his objection in manner directed by the Court, either his consent to the alteration has been obtained or his debt or claim has been discharged or has determined, or has been secured to the satisfaction of the Court.

Provided that the Court may, in the case of any person or class of persons, for special reasons, dispense with the notice required by this section.

(3). An order confirming any such alteration may be made on such terms and subject to such conditions as to the Court seems fit, and the Court may make such orders as to costs as it deems proper.

(4). The Court shall, in exercising its discretion under this Act, have regard to the rights and interests of the members of the company, or of any class of those members, as well as to the rights and interests of the creditors, and may, if it thinks fit, adjourn the proceedings in order that an arrangement may be made to the satisfaction of the Court for the purchase of the interests of dissentient members ; and the Court may give such directions and make such orders as it may think expedient for the purpose of facilitating any such arrangement or carrying the same into effect : Provided always, that it shall not be lawful to expend any part of the capital of the Company in any such purchase.

(5). The Court may confirm, either wholly or in part, any such alteration as aforesaid with respect to the objects of the company if it appears that the alteration is required in order to enable the Company—

(*a*) To carry on its business more economically or more efficiently ; or

(*b*) To attain its main purpose by new or improved means ; or

(*c*) To enlarge or change the local area of its operations ; or

(*d*) To carry on some business or businesses which under existing circumstances may conveniently or advantageously be combined with the business of the company ; or

(*e*) To restrict or abandon any of the objects specified in the memorandum of association or deed of settlement.

2.—(1). Where a company has altered the provisions of its memorandum of association or deed of settlement with respect to the objects of the company, or has altered the form of its constitution by substituting a memorandum and articles of association for a deed of settlement, and such alteration has been confirmed by the Court, an office copy of the order confirming such alteration, together with a printed copy of the memorandum of association or deed of settlement so altered, or together with a printed copy of the substituted memorandum and articles of association (as the case may be), shall be delivered by the company to the Registrar of Joint Stock Companies within fifteen days from the date of the order, and the Registrar shall register the same, and shall certify under his hand the registration thereof, and his certificate shall be conclusive evidence that all the requisitions of this Act with respect to such alteration and the confirmation thereof have been complied with, and thenceforth (but subject to the provisions of this Act) the memorandum or deed of settlement so altered shall be the memorandum of association or deed of settlement of the company, or, as the case may be, such substituted memorandum and articles of association shall apply to the company in the same manner as if the company were a company registered under Part I of the Companies Act, 1862, with such memorandum and articles of association, and the company's deed of settlement shall cease to apply to the company.

(2). If a company makes default in delivering to the Registrar any document required by this Act to be delivered to him the company shall be liable to a penalty not exceeding ten pounds for every day during which it is in default.

3.—(1). This Act may be cited as the Companies (Memorandum of Association) Act, 1890.

(2). This Act and the Companies Acts, 1862 to 1886, shall be construed as one Act, and may be cited collectively as the Companies Acts, 1862 to 1890.

(3). In this Act the expression "deed of settlement" includes any contract of co-partnery or other instrument constituting or regulating the company and not being an Act of Parliament, a royal charter, or letters patent.

No. 3412-Stat.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

To All Local Governments and Administrations.

Simla, *7th August* 1873.

Sir,—I am directed to forward copy of a letter from the Chamber of Commerce, Bombay, dated the 28th June 1893, addressed to the Legislative Department, proposing that provisions similar to those of 53 & 54 Vict., Chap. 62 (the Companies' Memorandum of Association Act, 1890) may be inserted in the Indian Companies Act, VI of 1882.

2. The amendment proposed would doubtless be useful, but the Governor General in Council considers it expedient that the views of the mercantile community and others interested may be obtained on the suggestion, and I am to request that steps may be taken to obtain opinions as to the proposed amendment.—I have, &c.,

J. E. O'CONOR,
Asst. Secy. to the Govt. of India.

Copy forwarded to the Secretary to the Chamber of Commerce, Bombay.

By order,
J. E. O'CONOR,
Asst. Secy. to the Govt. of India.

APPENDIX J.

AMENDMENT OF THE NEGOTIABLE INSTRUMENTS ACT, 1881.

No. 3518 of 1893.

FINANCIAL DEPARTMENT.

BOMBAY CASTLE, *9th October*, 1893.

To The SECRETARY to the CHAMBER OF COMMERCE, Bombay.

SIR—I am directed to forward herewith copy of a letter from the Government of India No. $\frac{19 \text{ Judicial}}{1123-1131}$ dated 18th September 1893, and its enclosure, and to request that you will be so good as to favour Government with the opinion of the Chamber and of the principal Banks and Banking firms in Bombay on the alteration proposed to be made in the Negotiable Instruments Act, 1881—I have, &c.,

W. L. HARVEY,
Under-Secretary to Government.

No. $\frac{19 \text{ Judical}}{1123-1131}$

FROM C. J. LYALL, ESQ., C.S.I., C.I.E., Secretary to the Government of India.

Home Department.
Judicial.

SIMLA, 18*th September* 1893.

SIR—I am directed to forward herewith a copy of a letter* from the Government of Bombay, enclosing an opinion of the Advocate General in which it is pointed out that there is no provision in the Negotible Instruments Act, XXVI of 1881, similar to that contained in sub-section (3) of section 74 of the English Bills of Exchange Act, 1882 (45 and 46 Vict., Cap. 61), under which the holder of a cheque as to which the drawer is discharged from liability can be a creditor, in lieu of the drawer, of the Banker to the extent of such discharge, and is entitled to recover the amount from him. The Bombay Government, in submitting the opinion for the consideration of the Government of India, suggest that such action may be taken as may be deemed necessary as regards the amendment of the Negotiable Instruments Act, 1881.

*No. 1719, dated the 4th May 1893.

2. I am to explain that section 84 of the Negotiable Instruments Act, 1881, which corresponds with sub-section (1) of section 74 of the English Bills of exchange Act, 1882, appears to have been founded on the old Common Law rule, under which the drawer of a cheque was discharged absolutely on the failure of the Banker if the holder had not presented it within a reasonable time. Under sub-section (1) of

section 74 of the English Act the drawer is in such circumstances only discharged to the extent of the damage he suffers through the delay in presentment, and under sub-section (3) of the same section the holder of the cheque is made a creditor of the Banker to the extent of such discharge. It is the insertion of this last provision only which is suggested by the Honourable the Advocate General; but I am to say that it seems worthy of consideration whether, if this provision be inserted, section 84 of the Indian Act should not be entirely recast in conformity with the apparent intention of the English Act: that Act introduced a completely new rule of law, and it is for consideration whether such rule, or any modification of it, should be adopted in India.

3. Before, however, taking any action in the matter, the Government of India desire to be favoured with an expression of opinion on the proposal. I am to enclose copies of the papers marginally noted connected with the passing of Act XXVI of 1881 which are relevant to the present question, and to suggest that local Bankers may with advantage be consulted on the subject.—I have &c.,

Extract paragraph 3 from the Third Report of the Commissioners appointed to prepare a body of substantive Law for India, &c., dated 24th July 1867.
2. Extract Rule No. 102, from the Rules framed by those Commissioners.
3. Extract section 101, from the Indian Negotiable Instruments Bill prepared in September 1867.

C.J. LYALL,

Secretary to the Government of India.

No.

Copy, with copy of enclosures mentioned in paragraph 3, forwarded to the Government of Bombay for information, with reference to their letter No. 1719, dated the 4th May last, and for necessary action in connection with the concluding portion of paragraph 3.

By order,
H. LUSON,
Under-Secy. to the Govt. of India.

EXTRACT PARAGRAPH 3 FROM THE THIRD REPORT OF THE COMMISSIONERS APPOINTED TO PREPARE A BODY OF SUBSTANTIVE LAW FOR INDIA, &C., DATED 24TH JULY 1867.

By the English law the drawer of a cheque on a Banker is not discharged from responsibility by a failure to present it in due time, unless he sustains actual loss in consequence of the delay; and he is then discharged to the extent of the loss and no further.

We think it advisable that the principle of this rule should be applied to all cases where the drawer of a bill of exchange has a fund in his hands at the disposal of the drawer; and we have framed our rules accordingly.

Sections 1, 101.

EXTRACT RULE No. 102 FROM THE RULES FRAMED BY THOSE COMMISSIONERS.

102. Where a cheque has not been presented for payment in accordance with these rules, and the maker has thereby sustained a loss, he is, to the extent of such loss, discharged from liability.

EXTRACT SECTION 101 FROM THE INDIAN NEGOTIABLE INSTRUMENTS BILL PREPARED IN SEPTEMBER 1867.

Discharge of maker when cheque not duly presented.

101. Where a cheque has not been presented for payment in accordance with these rules, and the maker has thereby sustained a loss, he is, to the extent of such loss, discharged from liability.

BOMBAY CHAMBER OF COMMERCE, 18*th October* 1893.

The SECRETARY to GOVERNMENT, FINANCIAL DEPARTMENT, Bombay.

SIR,—I have the honor to acknowledge receipt of your letter No. 3518 of the 9th instant, giving cover to copy of a letter from the Government of India, dated 18th September 1893, and its enclosure, and requesting to be favored with the opinion of the Chamber and of the principal Banks and Banking firms in Bombay on the alteration proposed to be made in the Negotiable Instruments Act, 1881.

2. The suggestion of the Government of India having been carefully considered by the Committee of the Bombay Chamber of Commerce, I am to say that it meets with their entire approval, and they consider that section 84 of the Negotiable Instruments Act, 1881, should be re-cast so as to assimilate the law in India with that in force in the United Kingdom.

I am to add that in this view the representatives of the various Banks in Bombay, who have been consulted on the subject, concur.—I have, &c.,

W. R. MACDONELL, *Chairman.*

APPENDIX K.

COMPOSITION OF BOARD OF EXAMINERS FOR GRANTING CERTIFICATES OF COMPETENCY TO MASTERS AND MATES, UNDER ACT I OF 1859.

No. $\frac{200}{G}$ OF 1893.

MARINE DEPARTMENT,

BOMBAY CASTLE, 12*th July*, 1893.

From the SECRETARY to GOVERNMENT, to the CHAIRMAN, BOMBAY CHAMBER OF COMMERCE.

SIR,—With reference to the remarks contained in the letter from the Secretary to the Chamber of Commerce dated 9th May 1872, relative to the composition of the Board of Examiners for granting Certificates of Competency to Masters and Mates under Section 10 of Act I of 1859, I am directed to state that the Port Officer, Bombay, has reported that under the procedure at present in force the candidates, after examination in Navigation and Seamanship, are obliged to go out of the Port Office with their papers, to be examined in stowage, ship's business, &c., by Lloyd's Surveyor. To obviate this inconvenience the Port Officer has proposed to assimilate the procedure for the conduct of the examinations in Bombay to that of the Board of Trade, under which the Examiner in Seamanship examines the candidates as to their knowledge of ship's business, stowage, &c., and he reports that under these circumstances the presence of Lloyd's Surveyor on the Board will no longer be essential.

2. As the Chamber were of opinion in 1872 that the appointment of a Member of the Mercantile Marine on the Board of Examiners was desirable, I am directed to state that before passing orders on the Port Officer's proposal His Excellency the Governor in Council would be glad to be favored with an expression of the present opinion of the Chamber on the subject. I have, &c.

C. A. CUNINGHAM, Brigr.-General,
Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 9*th May*, 1872.

LIEUT. COL. J. A. MACDONALD, SECRETARY TO GOVERNMENT, Marine Department, Bombay.

SIR,—I am directed by the Committee of management of the Chamber to acknowledge the receipt of your No. 28 of 1872 dated 30th instant, stating that Government propose to appoint Lieut. J. Brebner,

Shipping Master, Bombay, to succeed Mr. F. Blackmore who has resigned as a member of the Board of Examiners for granting certificates of competency to Masters and Mates of Merchant ships, if the Chamber has no objection.

In reply, I am directed to point out to Government that the duties of a Merchant Officer are so different from those of an officer in the Royal Naval Service that the Committee are respectfully of opinion that the examiners of the competency of Masters and Mates of Merchant ships, should be, or have been, officers of the Merchant service.

The Committee desire to suggest to Government the names of Mr. Thomas Lidbetter, Average Stater in Bombay, Captain Brown, Surveyor to Messrs. Remington & Co., and Captain John Dixon, Surveyor to Lloyd's Agency, any one of whom, the Committee are of opinion, would be a fit and proper person to fill the vacancy in the Board, caused by the resignation of Captain Blackmore.—I have &c.,

JAMES TAYLOR, *Secretary.*

Bombay CHAMBER of COMMERCE, 21*st July* 1893.

The SECRETARY to GOVERNMENT, MARINE DEPARTMENT, Bombay.

SIR,—I have laid before the Committee of the Chamber your letter No. $\frac{200}{G}$ of the 12th instant, addressed to the Chairman.

2. I am directed to inform you, in reply, that the Committee of the Chamber still hold to the same opinion as that expressed by the then Managing Committee of the Chamber in their letter of 9th May 1872, and would respectfully submit to Government that it is desirable that an officer of practical mercantile marine experience shuld sit on the Board of Examiners for granting Certificates of Competency to Masters and Mates.—I have &c.,

JOHN MARSHALL, *Secretary.*

APPENDIX L.

THE INDIAN FISHERIES' BILL, 1893.

No. 8047 of 1893.

REVENUE DEPARTMENT.

BOMBAY CASTLE, *3rd November*, 1893.

To The SECRETARY TO THE CHAMBER OF COMMERCE, Bombay.

SIR,—I am directed by His Excellency the Governor in Council to forward herewith a copy of the Bill to provide for certain matters relating to Fisheries in British India with the statment of objects and reasons, and to request that you will be so good as to favour Government with the opinion of the Chamber on the provisions of the Bill by 10th December 1893.—I have, &c.,

W. L. HARVEY,
Under-Secretary to Government.

A
BILL
TO
PROVIDE FOR CERTAIN MATTERS RELATING TO FISHERIES IN BRITISH INDIA.

Whereas it is expedient to provide for certain matters relating to fisheries in British India ; It is hereby enacted as follows :—

Title, extent and commencement.

1. (1) This Act may be called the Indian Fisheries Act, 1893.

(2) It extends to the whole of British India ; and

(3) It shall come into force at once.

Act to be read as supplemental to other Fisheries Laws.

2. Subject to the provisions of sections 8 and 10 of the General Clauses Act, 1887, this Act shall be read as supplemental to any other enactment for the time being in force relating to fisheries in any part of British India.

Definitions.

3. In this Act, unless there is something repugnant in the subject or context,—

(1) "fish includes shell-fish and turtles ;

(2) "fixed engine" means any net, cage, trap or other contrivance for taking fish, fixed in the soil or made stationary in any other way : and

(3) "private water" means water which is the exclusive property of any person, or in which any person has an exclusive right of fishery.

4. (1) If any person uses any dynamite or other explosive substance in any water frequented by fish with intent thereby to catch or destroy any of the fish that may be therein, he shall be punished with imprisonment for a term which may extend to two months, or with fine which may extend to two hundred rupees.

Destruction of fish by explosives in inland waters and on coasts.

(2) In sub-section (1) the word "water" includes the sea within a distance of one marine league of the sea-coast: and an offence committed under that sub-section in such sea shall be deemed to have been committed on the land abutting on such coast and may be tried and punished accordingly.

5. (1) If any person puts any poison, lime or noxious material into any water with intent thereby to catch or destroy any fish, he shall be punished with imprisonment for a term which may extend to two months, or with fine which may extend to two hundred rupees.

Destruction of fish by poisoning of waters.

(2) The words specified in the third column of the schedule to this Act against the several enactments respectively mentioned in the first and second columns of that schedule, and any rules which may be in force immediately before the passing of this Act with respect to the regulation of the poisoning of water for the purpose of catching or destroying fish, are hereby repealed and cancelled respectively.

6. Any person who fishes, or erects, places, maintains or uses any fixed engine, in any private water without the permission of the owner of the water or fishery shall be punished for a first offence with fine which may extend to fifty rupees,

Offences.

and for a subsequent offence with imprisonment for a term which may extend to one month, or with fine which may extend to two hundred rupees, or with both:

Provided that nothing in this section shall apply to any act done by any person in the exercise of a *bona fide* claim of right, or shall prevent any person from angling with a rod and line or with a line only in any portion of a navigable river.

7. (1) Any fixed engine erected, placed, maintained or used in contravention of the last foregoing section, and any fish taken by means of any such engine or otherwise in contravention of this Act, shall be forfeited; and

Forfeitures.

(2) Any such fixed engine as aforesaid may be removed or taken possession of by the District Magistrate or by any person empowered by him in this behalf.

8. Whoever enters upon land in the possession of another or upon any private water, with intent to commit any of the offences specified in section 6, shall be punished with fine which may extend to fifty rupees.

Entry upon land of another or upon private waters with intent to commit an offence under section 6.

Protection of fish in selected waters by rules of Local Government.

9. (1) The Local Government may, with the previous sanction of the Governor General in Council, make rules for the purposes hereinafter in this section mentioned, and may by a notification in the official Gazette apply all or any of such rules to such waters, being the property of the State as such Government may specify in the said notification.

(2) The Local Government may also, by a like notification, apply such rules or any of them to other waters with the consent of the owner thereof and all other persons, if any, interested therein.

(3) Such rules may prohibit or regulate all or any of the following matters, that is to say :—

(*a*) the erection, placing, maintenance and use of fixed engines ;

(*b*) the construction of weirs ;

(*c*) the use in all or any waters notified under sub-section (1) or sub-section (2), during all or any seasons of the year, of nets with a mesh smaller than a specified size measured from knot to knot when the mesh is wet ;

(*d*) the capture or sale of all or any kinds of fish during any season appointed as a close season ; and

(*e*) the diversion or bailing of any water for the purpose of catching fish.

(4) Such rules may also prohibit all fishing in any specified water for a period not exceeding two years.

(5) In making any rule under this section the Local Government may—

(*a*) direct that a breach of it shall be punishable with fine which may extend to one hundred rupees, and, when the breach is a continuing breach, with a further fine which may extend to ten rupees for every day after the first during which the breach continues, and

(*b*) provide for—

(*i*) the seizure, forfeiture and removal of fixed engines erected, placed, maintained or used, or nets used, in contravention of the rule,

(*ii*) the forfeiture of any fish taken by means of any such fixed engine or net, and

(*iii*) the recovery from the person erecting, placing, maintaining or using any such fixed engine, of the cost of removing it,

and may provide that such cost shall be recoverable as if it were an arrear of land revenue.

(6) The power to make rules under this section is subject to the condition that they shall be made after previous publication.

Arrest without warrant for offences under this Act.

10. Any person specially empowered by the Local Government in this behalf, by name or by office, may, without an order from a Magistrate and without warrant, arrest any person who has been concerned in any offence punishable under sections 4, 5, 6 or 8 or under any rule under section 9, or against whom a reasonable complaint has been made, or credible information has been received, of his having been so concerned.

THE SCHEDULE.

REPEAL OF PORTIONS OF ENACTMENTS.

(*See section* 5, *sub-section* (2).)

Enactment.	Portion of enactment in which words repealed occur.	Words repealed in such portion.
Acts of the Governor General in Council.		
VII of 1878	Section 25, clause (*i*)	"poisons water."
	Section 31, clause (*j*)	"poisoning water."
XIX of 1881.....	Section 25, clause (*d*).....	"poisons water."
	Section 37, clause (*f*).....	"poisoning water."
Act of the Governor of Madras in Council.		
V of 1882	Section 21, clause (*h*). ...	"poisons water."
	Section 26, clause (*f*)	"poisoning water."
Regulation under the Statute 33 *Vict.*, *c.* 3, *s. i.*		
V of 1890	Section 7, clause (*d*).	"poisons water."

STATEMENT OF OBJECTS AND REASONS.

The subject of legislating for the protection of fresh-water fishes was opened with an enquiry made so long ago as 1869 by Dr. F. Day of the Madras Medical Service, who had been placed on special duty for that purpose. This was followed by a resolution issued in October 1871 on Dr. Day's report for the North-Western Provinces, in which

he recommended a Fisheries Act. Dr. Day's recommendations, as well as the action taken or proposals made up to 1888 by the various Local Governments, were summarised in a note prepared for the Agricultural Conference held at Delhi in that year.

2. Briefly, the action taken by the several provinces was as follows. In 1875 aFisheries Act was passed for British (now Lower) Burma. In 1880 the Punjab Government submitted a draft Act and Rules. In 1881 the Bombay Government submitted a Bill for the preservation of game and fish. In 1883 the Government of Madras submitted a draft Fishery Bill. In 1889 the North-Western Provinces Government submitted recommendations made by the Commissioner of Kumaon for preserving fish in the hills.

3. The Conference at Delhi was unanimous in making the follwing five recommendations :—

(1) the prevention of dynamite and other explosives being used for the destruction of fish ;

(2) the prevention of poisoning waters ;

(3) the enforcement of fish-ladders on weirs and other works in rivers of any size : ten yards' width being suggested as a minimum ;

(4) the regulation of fixed obstructions and engines in such rivers ;

(5) the protection of stock-pools.

The members of the Conference differed as to the expediency of—

(*a*) regulating the size of the mesh of nets ;

(*b*) prohibiting or regulating the baling out rivers and streams for the purpose of catching fish ; and

(*c*) conferring on the Government power to assume control of the right to fish in the waters or rivers of a province.

The proceedings of the Conference were circulated and the opinions of local Governments obtained. The disposal of the case was still, however, deferred pending a reply from Madras.

4. In the meantime the Bengal Government had passed an Act, II of 1889, for the prevention of poaching in private waters.

5. In the opinion of the Government of India the importance of maintaining to the fullest extent compatible with private interests one of the most considerable food-supplies of the country is so great as to justify legislation. Although this has been long recognised, and although the question has now been under consideration for upwards of twenty years, but little advance has yet been made, owing to the natural and proper hesitation of Local Governments to take any measures which are at all likely to interfere with private rights. It may be that this reluctance to take positive action for the protection of fish in waters in which private interests are concerned is due not so

much to an assurance that legislative restriction will entail injurious consequences to individuals as to doubts regarding the character of the consequences; but it is not now proposed to interfere in any way with private rights. What is proposed in the way of immediate action is to forbid certain practices which are undoubtedly injurious, and to empower Local Governments to take under management some selected streams or head-waters belonging to the State and other selected streams and waters with the consent of the owners thereof or persons interested therein. It is thought that this will afford practical experience as to the measures most essential to ensure the desired results.

At present it is not proposed to do more in regard to private waters than to extend the provisions of Bengal Act II of 1889 (an Act for the protection of the right of fishing in private waters) so as to cover all private fisheries throughout the country.

6. There are two points on which definite conclusions can be at once formed: the first is that the use of dynamite and poisoning, which are overt acts more or less easily repressible, should, in view of the wanton and useless destruction of food caused thereby, be universally forbidden. The second point is that other restrictions are either not needed or are impossible on the larger rivers, which are, on the one hand, as Dr. Day indicated, naturally protected by the heavy floods in the rainy season, when most of the important fish spawn, and, on the other hand, are beyond the control of river police. These considerations generally confine the issues involved to the question of enforcing further restrictions for the preservation of fish in the smaller rivers.

7. The objects of the legislation now proposed are—

(1) to prohibit the use of dynamite and poison in all waters within British jurisdiction, the prohibition with respect to dynamite extending to territorial waters;

(2) to make the provisions of the Bengal Private Fisheries Protection Act, 1889, of general application;

(3) to empower each Local Government, with the previous sanction of the Government of India, to make rules for the undermentioned purposes, and to apply them to any selected streams or other waters which are the property of the State, or to any other streams or waters with the consent of the persons owning them or interested therein:—

(*a*) the prohibition or regulation of (i) the use of fixed engines for the capture of fish, and (ii) the construction of weirs;

(*b*) the prohibition or regulation of the use of nets with a mesh below a minimum size;

(*c*) the prohibition or regulation of the capture or sale of all or any kinds of fish during any close season; and

(*d*) the total closure of any waters for a period not exceeding two years;

(4) to provide suitable penalties for breaches of the proposed law and of the rules thereunder; and

(5) to confer on persons specially empowered in this behalf by the Local Government power to arrest without warrant for offences against such law or rules.

PHIL. P. HUTCHINS.

28*th September* 1893.

BOMBAY CHAMBER of COMMERCE, 15*th November* 1893.

The SECRETARY to GOVERNMENT, REVENUE DEPARTMENT, Bombay.

SIR,—I have the honor to acknowledge the receipt of your letter No. 8047 of the 3rd instant, together with the copy of a Bill to provide for certain matters relating to Fisheries in British India.

In reply, I am directed to say that as the members of the Bombay Chamber of Commerce are not interested in the Fisheries mentioned, the Committee has no opinion to offer on the provisions of the proposed measure.—I have, &c.,

JOHN MARSHALL, *Secretary*.

APPENDIX M.

LOCAL WEIGHTS AND MEASURES.

No. 2501 of 1893-94.

From H. A. ACWORTH Esquire, C.S., Municipal Commissioner for the City of Bombay.

To the Secretary, Chamber of Commerce, Bombay.

Municipal Commissioner's Office.

Bombay, *5th May*, 1893.

Sir,—I have the honor to forward herewith copy of a notice relating to weights and measures issued by me on the 27th ultimo copy of which has already been forwarded to you *pro forma*. I have now to request that you will favor me with any remarks which the Chamber may wish to make on that notice. It will be observed that it consists of two parts, the first relating to certain weights and the last to a particular measure. The reason of issuing the first part of the notice is this. Among the local standards of weight provided by the Commissioner under section 418 of the Municipal Act are the following:—

One-eighth of a seer
Quarter seer
Half seer
One seer
Two seers
Three seers

A number of avoirdupois weights are also kept beginning with quarter ounce and ending with 56 lbs. There are no weights kept of the following denominations:—

Four seers
Eight seers
Ten seers
Twenty seers
Forty seers
Eighty seers

Throughout the City the use of weights of the following denominations is common:—

Quarter maund (10 seers)
Half maund (20 seers)
One maund (40 seers)

When these weights are brought for verification there are no standards with which to verify them. The consequence is that the avoirdupois 28lbs weight is used as the representative of one maund, the avoirdupois 14lbs weight as the representative of ½ maund, and the avoirdupois 7lbs weight as the representative of a quarter maund. But the avoirdupois 7lbs weight weighs 273 tolas only and not 280 which a 10 seer or quarter maund weight should weigh. There is thus a deficiency of

¼ seer in a quarter maund weight. This deficiency increases proportionately in the higher weights until it reaches 28 tolas or one seer in the weight used as a maund. It is true that the one maund, half maund and quarter maund weights are stamped as being of 28lbs, 14lbs and 7lbs respectively. But the stamp is in practice disregarded, and these weights are used as local denominations of one maund and half and quarter maunds. It is obviously desirable that there should be a true standard of comparison with the weights used in the bazaar and it is with the object of providing such standard that the first part of the notice referred to has been issued. The Chamber will, however, not have failed to observe that the notice announces a provisional intention of withdrawing the avoirdupois weights now in use altogether. It appears to me that under Section 418 of the Act the Commissioner is not called on to provide other standards of weight than those which are purely local and therefore that he is not called on to provide standard avoirdupois weights. I have, however, learnt from various quarters that it would be productive of great inconvenience if the avoirdupois standard weights now in use were not still retained for verification, and subject therefore to any views which the Chamber may be pleased to communicate to me I propose to cancel the latter portion of Clause (*a*) of the notice and to retain avoirdupois weights for verification of other avoirdupois weights, a proper provision of seer and maund weights being made for verification of weights of those denominations.

2. I have now to request the attention of the Chamber to the latter and much the more important portion of the notice. During the past 3 years *i.e.* ever since I was appointed to my present office there has been constant complaint that the "Phara" measure now kept as a standard by me and measuring only 16 Pylees has introduced a new and deficient standard of measurement. That this is at all events to some extent true is evident from the fact that when the duty of keeping local standards of weight and measure rested with the Commissioner of Police the "Phara" measure then kept by him measured 17 Pylees. All the information which I have been able to obtain, and I have made long and numerous enquiries, tends to the conclusion that at all events as far as the larger grains are concerned almost no "Phara" measure which has not contained more than 16 Pylees has ever been in use. It is true that I found a good many "Phara" measures of less than 17 Pylees, but with a single exception they have all been of more than 16 and the weight of evidence leads me to believe that the 17 Pylee measure, is as far as ancient usage goes, the correct one. There can I think be no doubt whatever that the 16 Pylee measure is opposed to ancient usage. I have therefore come to the conclusion that it will be right to revert to the "Phara" measure in use in former times when the Police Commissioner had charge of the weights and measures, and I shall take it as a great favor if the Chamber of Commerce will inform me whether they agree with me in this conclusion or not.

3. I may add that this letter would have accompanied the copy of my notice first despatched to the Chamber if the time at my disposal had enabled me to write it.—I have, &c.,

H. A. ACWORTH,
Municipal Commissioner
for the City of Bombay.

NOTICE.

Notice is hereby given that, subjcet to any reasons which may be given to the contrary, the Municipal Commissioner proposes under section 418 (1) of Bombay Act 111 of 1888, to provide the following local standards of weight and measure:—

A

4 Sers
8 Sers
10 Sers or ¼ maund
20 Sers or ½ maund
40 Sers or 1 maund
80 Sers or 2 maunds

and to withdraw all the avoirdupois weights now in use.

B

For the phurra (dry) measure containing 16 pylees or 3145 cubic inches to substitute a phurra (dry) measure containing 17 pylees or 3341·52 cubic inches.

The Commissioner will be glad to receive and consider any objections which may be forwarded to him on or before 15th June next.

H. A. ACWORTH,
Municipal Commissioner
for the City of Bombay.

BOMBAY MUNICIPAL OFFICE, 27*th April* 1893.

BOMBAY CHAMBER of COMMERCE, 17*th May*, 1893.

The MUNICIPAL COMMISSIONER for the City of Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 2501 of the 5th instant, with respect to your Notice of the 27th April on the subject of weights and measures.

(2) The notification had already attracted the attention of the Chamber, and it was the intention of the Committee to address you representing the inadvisability of withdrawing the standards of avoirdupois weights which are so largely used both in the wholesale and retail business of the City. But the intimation in the latter part of para. 1 of your letter, to the effect that you propose to cancel a portion of the notice referring to the withdrawal of the avoirdupois weights, renders such a course unnecessary.

(3) The great irregularity in various local standards of weight throughout India, has frequently engaged the attention of this Chamber, and on three separate occasions special Committees have been appointed to discuss the practicability of suggesting one standard for the entire country. *All these Committees have come to the conclusion that the best unit of weight for adoption would undoubtedly be the one-pound English; and the Chamber is not without hope that this may ultimately be adopted. In that hope, and having regard to the fact that the entire import and export trade of the Port is based upon the avoirdupois weight and that the maund is invariably accepted as 28 lbs., the Committee of the Chamber would much prefer to see the maund of 28 lbs. retained as the standard, and the seer made an exact sub-multiple of that. This, as you point out in your communication, would necessitate a reduction of the local standard seer in the proportion of a quarter seer to the quarter maund; but as the Bombay seer does not correspond to the seer in other parts of India and has no special value as a weight of its own, the Committee do not see that this alteration would be attended by any material inconvenience, and it would at once get rid of the difficulty which you find with respect to the 4, 8, 10, 20 and 40 seer weights. Should this course, however, be, in your opinion, impracticable, the Committee would then suggest that you retain the local seer and its multiples as an entirely separate range of weights from the avoirdupois—that is to say that 2, 4, 8, and 10-seers and so on, should all be exact multiples of the one seer, but should not at the same time be regarded as fractions of the maund. The commercial maund would still retain its equivalent of 28 lbs. in all wholesale dealings and would not neccessarily therefore interfere with the seer weights which are only used by shop-keepers and retail dealers in purely local trade. The retention, however, of standard avoirdupois weights is practically a necessity, as all articles of import and export sold by weight are dealt in either by the ton, hundred-weight or pound, or in maunds consisting of so many pounds English. It is, therefore, an absolute necessity that these standards should be available for the purpose of revising the weights in use throughout the mercantile trade of the Port.

(4). With respect to the Phara measure, the Chamber has no information which would enable the Committee to

speak with any degree of certainty; but the enquiries instituted and the information available point to 17 Pylees as being the Phara measure practically in use, and they consider, therefore, that the standard in your Office should be of that equivalent.—I have, &c.,

JOHN MARSHALL, *Secretary.*

No. 3531 of 1893-4.

From H. A. ACWORTH Esquire, C.S., MUNICIPAL COMMISSIONER for the City of Bombay.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

MUNICIPAL COMMISSIONER'S OFFICE,

BOMBAY, 19*th May* 1893.

SIR,—In acknowledging your letter of 17th instant I have the honor to say that I should be glad to confer with the Committee of the Chamber on some of the points therein raised, and if this proposal meets with their views I could meet them at the Offices of the Chamber before 3 or after 5 p.m., on Tuesday or Wednesday or at any hour on Monday or Thurday in next week.—I have, &c.,

H. A. ACWORTH,
Municipal Commissioner
for the City of Bombay.

BOMBAY CHAMBER OF COMMERCE, 19*th May* 1893.

H. A. ACWORTH, ESQUIRE, C. S., MUNICIPAL COMMISSIONER for the City of Bombay.

SIR,—I have the honor to acknowledge the receipt of your letter No. 3531 of to-day's date. As next Wednesday is the Queen's Brithday, and, therefore, a general holiday, I would take the liberty of suggesting that an appointment be made with the Committee of the Chamber for Wednesday, 31st instant, at 4-30 p.m. If this meets with your approval, I shall arrange accordingly.—I have, &c.,

JOHN MARSHALL, *Secretary.*

No. 3613 of 1893-4.

From H. A. ACWORTH Esquire, C.S., MUNICIPAL COMMISSIONER for the City of Bombay,

To the Secretary, BOMBAY CHAMBER of COMMERCE.

BOMBAY MUNICIPAL COMMISSIONER'S OFFICE, 20*th May* 1893.

SIR,—With reference to your letter of the 19th instant, I have the honour to say that I shall be happy to meet the Committee at the time and on the day suggested.—I have, &c.,

H. A. ACWORTH,
Municipal Commissioner for the City of Bombay.

No. 4676 OF 1893-4

From H. A. ACWORTH ESQUIRE, C.S., the MUNICIPAL COMMISSIONER for the City of Bombay.

To the Secretary, BOMBAY CHAMBER of COMMERCE.

BOMBAY MUNICIPAL COMMISSIONER'S OFFICE, 5*th June* 1893.

SIR,—I have the honor, with reference to former correspondence and the interview which I had with the Committee of the Chamber on 31st ultimo, to forward copy of an amended notification under Section 418 (1) of the Municipal Act which I believe is in accord with the conclusions mutually arrived at at the interview in question.—I have, &c.,

H. A. ACWORTH,
Municipal Commissioner for the City of Bombay.

NOTICE.

In supersession of the Municipal Commissioner's Notice dated 27th April, the following amended notice relating to local standards of weight and measure is hereby given :

A

The Municipal Commissioner proposes under Section 418 (1) of Bombay Act III of 1888 to provide the following local standards of weight in addition to those now in use :—

4 Seers
8 Seers
10 Seers
20 Seers
40 Seers

B

The Municipal Commissioner proposes under the Act and Section of the Act above quoted to substitute for the phara (dry) measure containing 16 pylees, or 3145 cubic inches, a phara (dry) measure containing 17 pylees or 3341·52 cubic inches.

The Commissioner will consider any objections which may be forwarded to him on or before 30th instant.

H. A. ACWORTH,
Municipal Commissioner for the City of Bombay.

BOMBAY MUNICIPAL OFFICES, 5*th June* 1893.

APPENDIX N.

CUSTOM HOUSE BUSINESS.

No. C-378 of 1893.

From J. M. Campbell, Esq., C.S., C.I.E., Collector of Land Revenue, Customs and Opium, Bombay,

To the Secretary, Bombay Chamber of Commerce.

Bombay Custom House, 16*th January* 1893.

Sir,—It has lately come to my notice that for some years past the British India Steam Navigation Company have obtained inspection of export manifests from the clerks who work at the Custom House in preparing the daily returns for the Chamber. As this practice is at variance with the standing orders of the Customs House, I have ordered its discontinuance.

The Agents of the B. I. S. N. Company represent that the practice has been allowed for a long term of years, that no objection has been taken either by shippers or shipping agents, and that they require the information for their returns. As the question is one in which, except to protect the interests of shippers, the Custom House is not directly concerned, I have the honour to ask whether in your opinion there is any objection to the continuance of the practice under which the B. I. S. N. Co.'s Agents are allowed inspection of export manifests.—I have, &c.

J. M. CAMPBELL,
Collector of Land Revenue, Customs and Opium.

Bombay Chamber of Commerce, 18*th January* 1893.

J. M. Campbell, Esq., C.S., C.I.E., Collector of Land Revenue, Customs and Opium, Bombay.

Sir,—I have submitted to the Committee of the Chamber your letter No. C-378 of the 16th instant, and in reply I am directed to inform you that they see no reason to object to Messrs. Mackinnon, Mackenzie & Co. having inspection of the Customs manifests in the hands of the Chamber's statistical clerk; nor would they object to other members of the Chamber having similar facilities so long as it does not obstruct the work of the Custom House.—I have, &c.,

JOHN MARSHALL, *Secretary.*

APPENDIX O.

THE MERCHANDISE MARKS ACT.

KARACHI CHAMBER OF COMMERCE, 29*th April* 1893.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—A reference having been made to this Chamber by merchants, pointing out that the Collector of Customs at this port requires that according to the orders of the Government of India, contained in the Government Resolution No. 269S. of the 29th November 1892, cases and tins of Russian mineral oil bearing description of contents in the English language should be marked with the name of the country of origin, and stating that the ruling of the Government of India has to be followed by all customs authorities in India, I have the honor to enquire if the customs regulations of your port enforce this ruling, as I am given to understand that the oil in question is permitted to be imported in its present packing into all ports of India except Karachi, placing this port at a serious disadvantage. The oil referred to is the Star and Crescent Brand of Russian oil, a well known brand. The manufacturers refuse to alter the packing for this port alone, and the merchants here consider that either other ports must also insist on the packing being made strictly in accordance with the letter of the Merchandise Marks Act, or otherwise the importation of the oil in the present state should be permitted in this port.—I have, &c.,

A. CORY, Secretary.

BOMBAY CHAMBER OF COMMERCE, 8*th May* 1893.

The SECRETARY, CHAMBER of COMMERCE, Karachi.

DEAR SIR,—In reply to your letter of the 29th ultimo, I am directed to inform you that although the Collector of Customs here did not previously insist upon Batoum oil being marked as "produced in Russia," since the definite ruling of the Government of India in their Notification No. 269s of 29th November 1892, the importers of Batoum oil have complied—as they are bound to do—with the Government ruling, and now mark their oil as "made" or "produced in Russia."—I am, &c.,

JOHN MARSHALL, *Secretary.*

KARACHI CHAMBER OF COMMERCE, 20*th May* 1893.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I thank you for your letter of 8th May, and would ask you again to enquire for the information of this Chamber whether, in importing the Star and Crescent Brand of Russian kerosine oil in Bombay, the Collector of Customs insists on a strict compliance with the Act. The *cases*, this Chamber is aware, are all marked "made in

Russia," but the Karachi Collector of Customs requires that this "made in Russia" should appear on that side of the case which shows the Star and Crescent mark, and also requires that the *tins* which are stamped *Best refined* should also be stamped "made in Russia." My Managing Committee will be obliged if you will give me some information whether a similar strict literal compliance with the Merchandise Marks Act is insisted upon in Bombay.

An early reply will oblige.—I am, &c.,

A. CORY, Secretary.

BOMBAY CHAMBER OF COMMERCE, 12*th June* 1893.

The SECRETARY, CHAMBER of COMMERCE, Karachi.

DEAR SIR,—In reply to your letter of the 20th ultimo, I am directed to inform you that the Collector of Customs in Bombay does not insist upon the words "made in Russia" appearing on the side of the case which shows the Star and Crescent mark, nor does he require that these words should be stamped on the tin. At the same time the Committee direct me to point out that the Collector of Customs at Karachi is quite within his rights on insisting on this point if he chooses so to do.—I am, &c.,

JOHN MARSHALL, *Secretary.*

KARACHI CHAMBER OF COMMERCE, 8*th July* 1893.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—With reference to previous correspondence the Committee of the Chamber will esteem it a favor if you will let them know if any notification has been issued by the Collector of Customs at your port that it will be necessary to have cases and tins of kerosine oil manufactured in Russia marked "made in Russia" if they bear letters or trade marks, as the Committee have been given to understand that such notification has been issued.—I am, &c.,

A. CORY, Secretary.

BOMBAY CHAMBER OF COMMERCE, 12*th July* 1893.

The SECRETARY, CHAMBER of COMMERCE, Karachi.

DEAR SIR,—In reply to your letter of the 8th instant, I am directed to wait upon you with a copy of a Notification which has been issued here by the Superintendent of the Preventive Service, with respect to the marking of kerosine oil tins.—I am, &c.,

JOHN MARSHALL, *Secretary.*

No. 592 of 1893.

PREVENTIVE SERVICE OFFICE, *24th June* 1893.

FROM THE SUPERINTENDENT PREVENTIVE SERVICE, Bombay,

To MESSRS. EWART, LATHAM & Co., Bombay.

GENTLEMEN,—I have the honor to request that in future you will be good enough to arrange that the tins contained in the cases of kerosine oil imported by you when they are marked with an English indication such as "Refined," "Extra Refined," "Petroleum," &c., that they be also marked with the country of origin "made in Russia," otherwise the English indication should be omitted.

This requirement will be enforced with respect to all consignments imported by you in future, a reasonable time being allowed for you to communicate and make the arrangements with your constituents at Batoum.—I have, &c.,

G. AINSWORTH, Superintendent.

KARACHI CHAMBER OF COMMERCE, *25th July* 1893.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am instructed to acknowledge the receipt of your letter enclosing a copy of the notification issued by the Superintendent of the Preventive Service at your port in respect of the marking of kerosine oil cases and tins, with the thanks of the Managing Committee of this Chamber.—I am, &c.,

A. CORY, Secretary.

LONDON CHAMBER OF COMMERCE, *1st August* 1893.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—We are frequently being questioned on points arising under the Merchandise Marks Act and the rules and regulations made under it, but are unfortunately in the position of having a very incomplete set of documents. I am therefore to enquire whether it would be possible for you to obtain and forward to this Chamber, and especially for the information and use of its East India and China Trade Section, a complete set of the rules, orders, &c., made since the passing of the Act, also transmitting from time to time such new rules, &c., as may be issued?

If it be possible for you to comply with this request, the favour will be highly appreciated, and on this side we shall be most happy to reciprocate as occasion may offer.—I have, &c.,

KENRIC B. MURRAY, Secretary.

BOMBAY CHAMBER OF COMMERCE, 24*th August* 1893.

The SECRETARY, CHAMBER of COMMERCE, London.

SIR,—I have the honor to acknowledge the receipt of your letter of the 1st instant, and in compliance with your request, my Committee have much pleasure in handing you, by book-post, a pamphlet containing the Indian Merchandise Marks Act, the rules marked (A, B & C) thereunder, and other information in connection with the matter; and they will be glad to transmit to you, from time to time, such new rules, &c., as may be issued.

Thanking you for your offer to reciprocate with this Chamber as occasion may arise,—I remain, &c.,

W. R. MACDONELL, *Chairman.*

LONDON CHAMBER OF COMMERCE, 13*th September* 1893.

W. R. MACDONELL, Esq., CHAIRMAN, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—Please accept my best thanks on behalf of this Chamber for your kind compliance with the request contained in mine of the 1st August, and for the papers relative to the Indian Merchandise Marks Act, all of which—as indicated in your letter of the 24th ultimo—have reached me safely.—I am, &c.,

KENRIC B. MURRAY, Secretary.

BOMBAY CHAMBER OF COMMERCE, 12*th October* 1893.

The SECRETARY, CHAMBER of COMMERCE, London.

DEAR SIR,—In continuation of my letter of the 24th August last, I beg to forward, under another cover, for the information of your Chamber, a copy of the Resolution of the Government of India, dated 6th instant, with its accompaniments, in connection with the working of the Indian Merchandise Marks Act during the year 1892-93.—I am, &c.,

W. R. MACDONELL, *Chairman.*

LONDON CHAMBER OF COMMERCE, 2*nd November* 1893.

W. R. MACDONELL, Esq., CHAIRMAN, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I beg to acknowledge the receipt of your letter of the 12th October, together with the paper therein referred to in connection with the working of the Indian Merchandise Marks Act during the year 1892-93, and I thank you for this continued attention to my desire to have all possible information in this respect.—I am, &c.,

KENRIC B. MURRAY, Secretary.

MANCHESTER CHAMBER OF COMMERCE, 21*st December* 1893.

JOHN MARSHALL, ESQ., Secretary, Bombay Chamber of Commerce.

DEAR SIR,—The attention of the Board of Directors of this Chamber has been drawn to the use of "quality marks" on piece goods, and to the question of proprietary rights in such marks.

After full consideration by its Trade and Merchandise Marks Committee, and by the Board itself, the following resolution has been adopted, which I have been instructed to forward to you for the information of your Chamber :—

"That in the opinion of this Board a proprietary right may attach to a quality mark (numerals or letters) which by usage has become identified with the particular merchandise of a person or firm in a particular market; and that an imitation of such proprietary mark which is reasonably calculated to deceive is an offence within the meaning of the Merchandise Marks Act, 1887."—Faithfully yours,

ELIJAH HELM, Secretary.

No. 4329-Statis.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.

STATISTICS.

PROCEEDINGS UNDER THE INDIAN MERCHANDISE MARKS ACT, 1889, IN 1892-93.

SIMLA, 6*th October*, 1893.

Read the following reports on the proceedings taken by customs officials under the Indian Merchandise Marks Act, 1889, during the year 1892-93 :

From the Chief Commissioner of Burma, No. 674—1-C.-2, dated the 30th May 1893.

From the Government of Bengal, No. 232-T. F., dated the 3rd July 1893.

From the Government of Bombay, No. 5704, dated the 7th August 1893.

From the Government of Madras, No. 2907-A Mis., dated the 7th August 1893.

RESOLUTION.—There were altogether 1,208 cases of detention under the Act compared with 894 in the preceding year and 1,133 in 1890-91. Of these, 457 being 38 per cent. of the whole, were under clause (*f*) section 10, sub-section (2), of the Act, which requires all piece-goods to be stamped, with their lengths. In 1891-92 such cases formed 56 per cent. of the whole. There were 395 cases of counterfeit trade marks or false trade descriptions and 356 cases of non-description of foreign origin against 262 and 132 respectively in the preceding year.

2. The following table shews for each of the chief ports the number of detentions under the Act in the last three years :

Port.		Number of cases in which detention was ordered.	Detention followed by confiscation.	Detention. *Followed by release.* With fine.	Detention. *Followed by release.* Without fine.	Detention ordered on information received.	Detention ordered without information.
Calcutta	1890-91	302	1	67	234	...	302
	1891-92	454	4	92	351	2	452
	1992-93	344	8	285	43	2	342
Madras	1890-91	4	...	1	3	2	2
	1891-92	16	2	5	9	1	15
	1892-93	29	1	14	14	...	29
Rangoon	1890-91	2	...	...	2	...	2
	1891-92	36	...	22	14	1	35
	1892-93	23	1	21	2	...	23
Bombay	1890-91	681	1	230	450	...	681
	1891-92	262	...	131	131	...	262
	1892-93	447	4	357	86	...	447
Karachi	1890-91	144	...	95	49	...	144
	1891-92	126	...	68	58	...	126
	1892-93	365	1	167	197	...	365
Total	1890-91	1,133	2	393	738	2	1,131
	1891-92	894	6	318	563	4	890
	1892-93	1,208	15	844	342	2	1,206

3. The reports do not call for special notice. The Act appears to have been administered by the officials who are charged with enforcing its provisions on the whole with care and discretion. The proposal of the Collector of Customs, Calcutta, to so amend clause *e* (1) of section 10 as to require that the indication of the country of origin shall be placed on the label describing the goods, and not on a separate label, will be carried into effect when the Act next comes under amendment.

ORDER.—Ordered, that the foregoing Resolution and the papers read in the preamble be published in the Supplement to the *Gazette of India* for general information, and that copy be forwarded to the Governments of Madras, Bombay, and Bengal, and the Chief Commissioner of Burma.

J. F. FINLAY,
Secretary to the Government of India.

ANNEXURE TO RESOLUTION No. 4329-STATIS., DATED THE 6TH OCTOBER 1893.

REPORTS ON THE PROCEEDINGS TAKEN BY CUSTOMS OFFICIALS UNDER THE INDIAN MERCHANDISE MARKS ACT, IV OF 1889, DURING THE YEAR 1892-93.

BURMA.

No. 674—1 C.-2, dated 30th May 1893.

From C. G. BAYNE, Esq., I.C.S., Revenue Secretary to the Chief Commissioner of Burma,

To the Secretary to the Government of India, Finance and Commerce Department.

With reference to paragaraph 4 of the enclosure to Finance and Commerce Department letter No. 295-S., dated the 28th November 1890, I am directed to submit, for the information of the Government of India, a copy of letter No. 24—8, dated the 17th April 1893, from the Chief Collector of Customs, Burma, to the Financial Commissioner, with its annexures, reporting on the working of the Indian Merchandise Marks Act, 1889, in this province for the year 1892-93. There is the report calling for special remark.

No. 24—8, dated 17th April 1893.

From the Chief Collector of Customs, Burma,

To the Secretary to the Financial Commissioner, Burma.

I have the honour to submit the following report on the administration of the Merchandise Marks Act of 1889 during the year 1892-93, with a statement showing the number of cases dealt with under the Act, *viz.*, 23 against 36 in the year preceding.

2. There were 13 infringements of section 10 of the Act (amendment of the Sea Customs Act of 1878), sub-section (2), and 9 of the same section under clause (1), and one case of "false trade description."

3. No information in regard to these cases was received by this department, all the detections having been made by the Customs staff in their examination of goods before giving delivery.

4. In the cases of goods not stamped with the length in accordance with section 10, sub-section (2), clause (*f*) (*i*), in two it was not considered necessary to inflict a fine, but in the remaining eleven fines were imposed. The goods in each case were passed after having been properly stamped.

5. The "false trade description" was in the matter of a consignment of Margarine from Trieste *via* Penang. It consisted of five cases

containing 500 tins (500 lbs.), and was valued in the Customs bill-of-entry at Rs. 450. On the cases being opened, the tins were found to bear a label with the following words :

Sixhouse Butter Cie.

Selected Butter

of

Choicest quality.

Real Austrian produce.

As the article had been declared as "Margarine" in the Customs bill-of-entry, a tin was forwarded to the Chemical Examiner for analysis, and he reported that he "found the sample to be Margarine and to contain practically no butter." The description on the tins "selected butter" was therefore a "false trade description" within the meaning of the Merchandise Marks Act, section 2, clause 3, and a breach of that Act and of the Customs Act, section 18 (*d*), as amended by section 10 of the Merchandise Marks Act. The consignment was confiscated and the importers given the option, under section 183 of the Customs Act, of paying a fine of Rs. 250 in lieu of confiscation. The fine has not yet been paid.

6. The nine detentions ordered under section 10, clause (1) (2), were as follows :

(*a*) In connection with the large trade in matches from Japan, three consignments *via* the Straits infringed the Act ; in two no indication of the country of manufacture was given ; and in the third the indication was given, but the letters were not large and conspicuous enough to meet the provisions of the Act. A penalty was imposed in each case, and the matches allowed to be re-exported to the Straits, as it was found almost impossible to stamp every packet and box without rendering the goods unmerchantable.

(*b*) Three consignments of liquors from Germany did not bear a clear indication of the name of the country of manufacture. The importers were fined, and the indication required under the Act was duly stamped on each bottle before the goods were passed.

(*c*) The remaining three cases were—

(*i*) A large consignment of enamelled ware of Austrian manufacture was received, consisting of 40 packages containing 1,000 dozen of enamelled soup plates. It arrived from Hamburg *via* Liverpool. Each plate bore the name of the importer, who is a dealer or trader in this place, but no indication as to place of origin. A fine of Rs. 25 was imposed, and the goods allowed to pass after every plate had been labelled "Made in Austria."

(*ii*) Forty cases containing 6,000 tins of biscuits arrived from Hamburg. The biscuits were of German manufacture, and the tins were labelled "P. W. Gaedke-People's mixed—Hamburg." As the name "Hamburg" was not deemed sufficient, a fine of Rs. 25 was imposed, and the biscuits were passed after every tin had been stamped "Made in Germany."

(*iii*) Nine hundred and fifty casks of Portland Cement were imported from Marseilles. The cement was of French manufacture. Each cask bore on one end a label with the words "Portland Cement" in large characters and the name "Marseilles" underneath in much smaller letters. On the other end was a label containing the trade mark and the name of the importers in Burmese characters, but no indication of the place of manufacture in the same language. A fine was imposed, and the goods passed after every cask had been marked in English "Made in France" in letters as large and as conspicuous as those in the name "Portland Cement" and in Burmese characters to the same effect.

Statement showing the number of cases dealt with under the Indian Merchandise Marks Act during the years 1891-92 *and* 1892-93.

	NUMBER OF CASES IN WHICH											
	Detention was ordered.		Detention was followed by confiscation.		Detention was followed by release. With fine.		Detention was followed by release. Without fine.		Detention was ordered on information.		Detention was ordered without information.	
	1891-92.	1892-93.	1891-92.	1892-93.	1891-92.	1892-93.	1891-92.	1892-93.	1891-92.	1892-93.	1891-92.	1892-93.
Without stamp under section 19, sub-section 2	29	13	...	...	22	11	14	2	1	Nil	35	23
False trade description under section 10	3	1	...	1*		1*		...				
The place of manufacture not given, or incorrectly given under section 10 ..	4	9	...	...		9		...				
TOTAL...	36	23	...	1	22	21	14	2	1	...	35	23

* Confiscation with option of fine.

E. DARLINGTON,
Chief Collector of Customs, Burma.

RANGOON, 17*th April* 1893.

BENGAL.

No. 232-T.F., dated 3rd July 1893.

From J. A. BOURDILLON, Esq., Officiating Secretary to the Government of Bengal, Financial Department,

To the Secretary to the Government of India, Finance and Commerce Department.

In accordance with the orders conveyed in paragraph 4 of the enclosure of your letter No. 295-S., dated the 28th November 1890, I am directed to submit the accompanying copy of a letter* from the Board of Revenue, and of its enclosure from the Collector of Customs, Calcutta, reporting on the working of the Merchandise Marks Act, IV of 1889, at this port for the year 1892-93. No proceedings were taken under the Act by the Collectors of Customs at Chittagong, Naraingung, or the Orissa ports during the year.

* No. 532-B., dated 23rd June 1893.

2. The Lieutenant-Governor desires me to request that the amendment of the law proposed by the Collector of Customs, Calcutta, in paragraph 4 of his letter may be considered when the Act next comes under revision.

3. I am further to request that the Board's suggestion to replace the names in the Collector's report by asterisks, should his letter be published, may be complied with.

No. 532-B, dated 23rd June 1893.

From E. P. SHIRRES, Esq., Officiating Secretary to the Board of Revenue, Lower Provinces,

To the Secretary to the Government of Bengal, Financal Department.

With reference to Government Order No. C.-1A—1-16, dated the 8th December 1890, and paragraph 4 of the instructions of the Government of India therein enclosed, I am directed by the Board of Revenue to submit, for the information of Government, the accompanying copy of a report No. 195, dated 1st May 1893, from the Collector of Customs, Calcutta, on the proceedings taken by him under the Merchandise Marks Act, IV of 1889, during the year 1892-93, and to observe as follows.

2. The statement made in paragraph 2 of the Collector's report that the Board have ruled that the marking of the number of yards without the word "yards" is not an infringement of the Act is due to a misapprehension, as will be seen from the Board's letter to Government, No. 161-B, dated 16th February 1893, and the Advocate-General's opinion therein enclosed. The Collector of Customs has been directed accordingly.

3. As regards the amendment of the law proposed by the Collector in his paragraph 4, I am to say that the Superintendent and Remembrancer of Legal Affairs has been consulted on the subject, and is of opinion that the alteration suggested by the Collector, in view of the sort of fraud described, is a useful one. The Board recommend that the Collector's proposal may be noted and given effect to when the amendment of the Act is next undertaken.

4. With reference to the statement made in paragraph 5, that of the six different cases of cutlery detained as bearing marks in imitation of * * * * 's trade mark, five were allowed to be re-shipped and one was released, the Collector has since explained that the one case of cutlery was released because it appeared that a suit was pending in the High Court, Bombay, regarding the infringement of Messrs. * * * 's trade mark, and that the Bombay Customs authorities were admitting the goods. In the five remaining cases the non-admission of the knives was considered a sufficent penalty, and re-shipment was accordingly allowed. The goods could not be admitted under a fine in lieu of confiscation, and the destruction of the property appeared in each case too severe a measure.

5. From the reports received from the outports, it appears that no proceedings were taken under the Act by the Collectors of Customs at those places during the year under report.

6. If this letter and the Collector's report are published, I am to suggest that the names mentioned in them should be replaced by asterisks.

No. 195, dated 1st May 1893.

From C. R. MARRIOTT, Esq., Collector of Customs, Calcutta,

To the Secretary to the Board of Revenue, Lower Provinces.

I have the honour to submit the annual report on the working of the Merchandise Marks Act.

2. The figures appended show 344 cases dealt with as against 454 in the preceding year. Of these 302 were cases of unstamped or insufficiently stamped piece-goods, of which only 25 were released without fine, or about one-twelfth of the total number. The Act having now been in force for so long a period, a small fine was regularly imposed in these cases. The number released would have been still less had the not the Board of Revenue been of opinion that the marking of the number of yards without the word "yards" was not an infringement of the Act. It may not be so, but it will now be always open to the importer to say that the number which is marked on the cloth is not the number of yards, but a particular number given according to trade practice to a particular kind of piece-goods. Thus, if 45 is a mark on piece-goods, and the piece is found subsequently to be 42 yards only, it may be pleaded that this is not the length, but a kind of mark which is common in this trade. Of course in that case it should have been detained as not marked with the length at all, but the Customs staff is insufficient to detain and measure all such, even were it desirable to do so.

3. In two cases only was information given from outside. One of these was successful, the other unsuccessful. The first related to Burmese mineral oil, which was being imported in old American and Russian oil tins. The importer was fined and compelled to erase all Russian and American indications.

4. In the case of wines, liquors, etc., it is a very common practice to have a label "made in Germany," "made in Holland," etc., distinct from the label describing the goods, manufacturer's name, etc. Of course the application of a little water will remove these as soon as they have passed the Customs. By a very strict reading of the

words "accompanied by a definite indication" in section 10, clause (*c*) (*i*), it might be considered that such a separate label is excluded, but I doubt whether these words would in law justify a detention where the counter-indication of origin is given on a separate label. The law should, in my opinion, be amended by the addition of some such word as "inseparably" before the words "accompanied by a definite indication."

5. The following are the facts of some of the other cases dealt with :

German sherry.—There was an importation of two casks sherry *ex* S. S. *Benares* by Messrs. * * * & Co. The importers declared in bill-of-entry that the liquor was of German manufacture, but the casks bore no indication as to the place of origin. The sherry was allowed to be passed after having been put into bottles and labelled "Made in Germany."

Merino.—Mr. * * imported two cases merino *ex Rudesheimer*, and attempted to pass the goods on production of samples bearing the lengths in yards, but on examination the goods were found to bear no stamp at all indicating their lengths in yards. This was distinctly an attempt to deceive and obtain delivery of the goods contrary to the provisions of the Merchandise Marks Act. A penalty of Rs. 400 was imposed in lieu of confiscation, and the goods were passed after their lengths in yards had been stamped on them.

Cutlery.—There were six different consignments of cutlery detained as bearing marks in imitation of * * 's trade mark. Of these five were allowed to be re-shipped and one released.

Statement showing the number of cases dealt with under the Indian Merchandise Marks Act during the official year 1892-93.

Number of cases in which detention was ordered.	Detention followed by confiscation.	Detention followed by release with or without fine.		Detention ordered on information.	Detention ordered without information.	Reshipment allowed.	Remarks.
		Released.					
		With fine.	Without fine.				
Without stamp under section 18, clause (*f*) 302	...	276	25	...	302	1	
Under clause (*d*):—							
False trade description 35	8	9	16	1	34	2	Under penalty.
Under clause (*e*) 7	...	...	2	1	6	5	
TOTAL ... 344	8	285	43	2	342	8	

C. R. MARRIOTT, Collector of Customs.

CALCUTTA, 1*st May* 1893.

BOMBAY AND SIND.

No. 5704, dated 7th August 1893.

From—W. L. HARVEY, Esq., I.C.S., Under-Secretary to the Government of Bombay, Revenue Department,

To the Secretary to the Government of India, Finance and Commerce Department.

Memorandum from the Commissioner of Customs, Salt, Opium, and Abkari, No. 3322, dated 1st July 1893, and its accompaniments.

Memorandum from the Commissioner in Sind, No. 2853, dated 22nd July 1893, and its accompaniments.

I am directed to forward herewith, for the information of the Government of India, a copy of the papers noted in the margin, containing the reports received from the Collectors of Customs, Bombay and Karachi, on the working of the Merchandise Marks Act, IV of 1889, during the year 1892-93, together with a copy of the Resolution No. 5703 of to-day's date recorded thereon by this Government.

Extract from the Proceedings of the Government of Bombay, Revenue Department,—No. 5703, dated 7th August 1893.

Read—

Memorandum from the Commissioner of Customs, Salt, Opium, and Abkari, No. 3322, dated 1st July 1893,—Submiting a report No. C.-5210, dated 30th June 1893, from the Collector of Land Revenue, Customs, and Opium, Bombay, on the administration of the Indian Merchandise Marks Act, IV of 1889.

Read—

Memorandum from the Commissioner in Sind, No. 2853, dated 22nd July 1893,—Submitting letters Nos. 1046 and 1227, dated 14th June and 17th July 1893, respectively, from the Collector of Customs and Salt Revenue in Sind, reporting on the working of the Indian Merchandise Marks Act, IV of 1889.

RESOLUTION.—The reports submitted by the Collectors of Customs, Bombay and Karachi, on the working of the Merchandise Marks Act during the year 1892-93 are interesting, and show that the Act is being worked carefully and beneficially to the public.

2. The number of cases of breaches of the provisions of the Act dealt with both at Bombay and Karachi in 1892-93 was 812, being considerably greater than the number (388) dealt with in the preceding year, though a little less than the number (825) dealt with in 1890-91.

3. Government notice with pleasure the commendations bestowed by the Collector of Customs, Bombay, and the Commissioner of Customs, Salt, Opium, and Abkari on Messrs. Jehangir Dosabhai Framji and Young.

4. A copy of the papers and of this Resolution should be forwarded to the Government of India for information.

No. 5210-C., dated 30th June 1893.

From J. M. CAMPBELL, Esq., C.S., C.I.E., Collector of Land Revenue, Customs, and Opium, Bombay,

To the Commissioner of Customs, Salt, Opium, and Abkari, Bombay.

I have the honour to submit the Annual Report for the official year 1892-93, being the third Annual Report on the administration of the Indian Merchandise Marks Act which came into operation on the 1st of April 1889.

2. The accompanying statement marked A has been prepared in accordance with the instructions of the Government of India communicated in Government Resolution, Revenue Department, No. 8960 dated 15th December 1890. It shows that the total number of cases under the Merchandise Marks Act during the year was 447 against 262 in the previous year. For easy comparison statement A shows the figures for each of the years 1891-92 and 1892-93.

3. In the year under report 260 infringements of clause (*d*), 99 under clause (*e*), and 88 under clause (*f*) of section 18 of Act VIII of 1878, as amended by the Merchandise Marks Act, were detected. Of the 447 cases shown in statement A, fines and confiscations were inflicted in 361 cases. In the remaining 86 cases the goods under detention were passed without penalty, as the requirements of the Act were held to have been partly or fully complied with.

4. Except 13 cases which infringed both clauses (*d*) and (*e*) of section 18 of the Customs Act, and 3 which infringed both clause (*e*) and section 4 (1) of the Merchandise Marks Act, all the cases adjudicated were under clauses (*d*), (*e*), or (*f*) of section 18.

5. Under clause (*d*) of section 18 no cases occurred of importation of goods with false trade marks. On the other hand, several cases of false trade description were detected chiefly as regards place of manufacture, material, number, weight, or measure. Other false trade descriptions consisted of the application to goods of descriptive expressions in languages (mostly English) other than those of the country of origin.

6. The annexed comparative statement marked B shows that of the 447 seizures, 305 was adjudicated by the Collector, 11 by the 1st Assistant Collector, and 131 by the Assistant Collector in charge Docks Custom House. Only five decisions were made the subject of appeals —one to the Commissioner from the Collector's decision, and four to the Collector from the Assistant Collector in charge Docks Custom House. The result of these appeals was that the order passed in each case was confirmed by the appellate authority. The total recoveries under fines and redemptions amounted to Rs. 6,727.

7. During the year 8,393 packages of different kinds of goods, 17,843 bundles of steel and white wooden boards, 17,684 bars of iron, and 1,075 slabs of tin and copper were detained. The annexed statement C shows in detail the disposal of the detained packages.

8. During the year in 88 cases the length of piece goods was not stamped upon the pieces as required by clause (*f*) of section 18 of the Customs Act as amended by the Merchandise Marks Act. In some of these cases no fines were inflicted ; in all the pieces were required to be stamped with their length in standard yards before they were allowed to be cleared from the Custom House.

9. The following are among the more important cases decided during the year :—

(1) Messrs. * * * , clearing agents for * * * * * , an up-country European firm, imported a consignment of German cigars in boxes elaborately prepared to deceive buyers into the belief that the cigars were Havanas. The care to perfect the imitation went so far as to affix to each box an imitation Spanish stamp. The name of the importers and other descriptions were conspicuously and indelibly stamped into the wood, but the "made in Germany," which was in small rubber-stamped letters, was neither shown in a sufficient number of places nor in a permanent way. As the one removeable stamp of origin could not be held to be more than a pretence, a fine of Rs. 200 was inflicted and every false trade description applied to each box was ordered to be accompanied by an indelible and conspicuous stamp of the country of origin.

(2) Messrs. * * * * * * * * , of Bombay imported from Tellicherry a large consignment consisting of 10,500 tins of Indian sardines cured and tinned in Mahé in Southern India. Of these 3,700 tins bore expressions which unmistakably conveyed a false indication of origin. They were marked "Sardines á l'huile, A. Bustamente and Co., Maracaibo." As Maracaibo is a place in Venezuela in South America, the application of this name to sardines caught in Indian waters and packed in India constituted a case of false trade description. The remaining 6,800 tins bore French expressions, which, in the absence of a definite indication of origin, were also misleading. The get up of all the tins was creditable to the factory in Mahé. The tins so closely resembled French sardine tins as to be likely to deceive any one but an expert. The whole consignment was confiscated subject to a redemption of Rs. 200, provided it was reshipped to Mahé for repacking in tins marked in accordance with the provisions of the Merchandise Marks Act. The redemption penalty was paid and the consignment shipped to Mahé.

(3) Messrs. * * * * , of Bombay, imported six cases of varnish from Antwerp. The tins were marked "Carriage

Copal Varnish, Stobbs, Wilson, and Pollard Works, London, E." As the consignment was originally shipped at Antwerp, the labels created some suspicion. The invoice was dated London and signed Hunter & Co. On being asked for an explanation, the importers declared their inability to state whether the varnish was foreign or English. After some delay they produced a letter from Messrs. Stobbs, Wilson, and Pollard to Messrs. Hunter & Co., in which they stated that, as the varnishes were prepared in Belgium from their own recipe in exactly the same way as varnishes manufactured by them in England, they thought they could apply their own name to the goods. The reason why they were made in Belgium was because they could be made cheaper there than at their own works in England. They further regretted that they had omitted to mark the tins "Belgium make." The explanation was far from satisfactory. Without any reasonable doubt the shippers intended to pass the varnish as English, manufactured by the firm of Messrs. Stobbs, Wilson, and Pollard at their works in London. The whole consignment was confiscated, but was allowed to be redeemed on payment of a penalty of Rs. 300, provided the words "Works, London," were removed and "Made in Belgium" stamped on each tin.

(4) Mr. * * * , of Bombay, imported from Boulogne seven cases of the vermifuge drug santonine. A sample forwarded for analysis to the Chemical Analyser to Government was found to contain 90 per cent. of boracic acid and only 10 per cent. of pure santonine. The analysis disclosed a most serious fraud upon the public. The importer could give no satisfactory explanation. There was no doubt as to his guilty knowledge, as he was paying about one-third the price of the genuine article. The importer was fined Rs. 300 and the seven cases were confiscated. The importer was given the option of redeeming the cases for reshipment to France on payment of a penalty equal to the value of the goods. Of this he did not avail himself. The importer appealed from the Collector's decision to the Commissioner, who declined to interfere with the Collector's orders.

(5) In two similar cases of adulterated santonine fines of Rs. 300 were adjudged and the goods confiscated, redemption for reshipment being allowed on payment of penalties amounting to the value of the goods. As the option of redemption was not availed of, the goods in both cases became forfeited to Government.

(6) Mr. * * * , of Bombay, imported one case of spoons from Antwerp which, though manufactured in Germany, were stamped "Hills Menke & Co., Birmingham," the paper boxes containing the spoon being labelled "Made in Germany." The importer stated that, but for

the labels on the boxes, he would have taken the spoons to be of English manufacture on account of the name and because Birmingham was stamped on each spoon. He referred the Customs Department to the European firm through whom the goods were ordered. The European firm admitted the spoons were of German manufacture. They said the stamping was due to some mistake on the part of the German manufacturers. The Custom House was unable to accept the view that the stamping of the spoons in Germany was not arranged with the object of enabling German spoons to pass as English spoons. The spoons were accordingly confiscated subject to a redemption payment of the value of the goods, namely, Rs. 225, the name of Messrs. Hills Menke & Co., and Birmingham being ordered to be removed before passing the consignment into town. The importer did not redeem the consignment, which was eventually forfeited to Government.

(7) During the year several cases occurred of the importation of what was called "almond oil." This oil on analysis proved to be not genuine almond, but peach-stone oil. Fines were inflicted in all these cases with the result that none other than the genuine article is now imported under the name of "almond oil," the other qualities being imported under the names of "impure almond oil" and "oil amygdali Persic," the latter meaning "peach-stone oil." Some consignments are now imported with the strange title "best impure almond oil." It may be remarked that the Courts have held that the application of the word "best" to even the worst goods does not amount to a false trade description within the meaning of the Merchandise Marks Act.

10. A large number of short measures in oils and turpentine were discovered during the year. These and similar irregularities have raised the detections to a higher total than in the preceding year.

11. During the year the Abkari Department, under the Indian Merchandise Marks Act, instituted one criminal prosecution against a Parsi wine merchant named Pestonjee Manockjee in respect of certain German port wine bottled by him in Bombay, and marked "Best Spanish Port, London, bottled by Fd. Paullock & Co.," etc. The wine was originally imported from Hamburg in casks which were marked "Made in Germany." The invoices for the wine also bore the statement that the wine was German made. This wine was sold by the importers to Pestonjee Manockjee as port wine at the low price of Rs. 1-6 per gallon, exclusive of duty.

12. The prosecution contended that Pestonjee Manockjee was not justified in styling the wine in question Spanish port. Three charges were framed against the accused—

(1) making use of a false mark under section 488 of the India Penal Code ;

(2) applying a false trade description under section 6 of the Indian Merchandise Marks Act ; and

(3) selling goods to which a false trade description had been applied under section 7 of the same Act.

The magistrate held that the first charge was not proved, as there was no clear or distinct evidence to show where the wine was made, and there was evidence that Spanish wine was shipped from Hamburg ; that the wine in question had the flavour of Tarragona wine, and that it arrived in Bombay in casks apparently of Spanish make. He therefore considered that there was a reasonable doubt as to whether the wine was not of Spanish production, and accordingly gave the benefit of the doubt to the accused. As to the second charge, the magistrate, for reasons given, held that though the accused had technically applied a false trade description to the wine by placing upon the bottles the words "Spanish port," he had acted without intention to defraud. He was therefore acquitted on the second charge. As regards the third charge, the magistrate said that the description "London, bottled by Fd. Paullock & Co.," was no doubt false, but that it appeared from the evidence that it had been the practice for some years to bottle wines and spirits in Bombay, and mark them in such a way as to give them the appearance of having been bottled in Europe. In consideration of this circumstance, as well as of the fact that the accused had, as provided in section 7, proved (*a*) that having taken all reasonable precautions against committing an offence against this section, he had at the time of the commission of the alleged offence no reason to suspect the genuineness of the trade description, and (*b*) that on demand made by or on behalf of the prosecutor he gave all the information in his power with respect to the persons from whom he obtained such goods or things, the magistrate held that there was nothing to show that the accused did not otherwise act innocently, section 7 (*c*). The accused was accordingly also acquitted on the third charge.

13. The case was a strong one. It was very carefully prepared by the Assistant Collector, Mr. Almon, and was conducted by the Government Solicitor. The result seems to show that, under the law as it stands, it will be exceedingly difficult, if not impossible, to have offenders punished in Criminal Courts for violating the provisions of the Merchandise Marks Act. At the same time, the prosecution has not been without effect. It has attracted the attention of bottlers, and has caused greatly increased care in the choice of the inscriptions applied to the capsules and labels of wines and spirits bottled in Bombay.

14. Having regard to the limited staff of Customs Examiners, I venture to hope that Government may be pleased to consider the past year's administration of the Merchandise Marks Act satisfactory. The care taken both by the First Assistant Collector, Prince's Dock, Mr. Jehangir Dosabhai Framji, and by the Assistant Collector, Mr. Young, seems to me to have secured the valuable objects for which the Act was passed without giving cause to any reasonable complaint that the provisions and restrictions of the Act interfered with legitimate trade.

APPENDIX A.

ADMINISTRATION OF THE MERCHANDISE MARKS ACT (DETAILS REQUIRED UNDER GOVERNMENT OF INDIA'S LETTER No. 295-S., DATED 28TH NOVEMBER 1890).

Year.	NUMBER OF CASES IN WHICH DETENTION WAS ORDERED. *Under Section* 18. Clause (d).	Clause (e).	Clause (f).	Total of columns 2 to 4.	Detention followed by confiscation.	DETENTION FOLLOWED BY RE-LEASE. With fine.	Without fine.	Detention on information.	Detention without information.	REMARKS.
1891-92 ...	180	42	40	262	...	131	131	...	262	
1892-93 ...	260*	99†	88	447	4	357	86	...	447	

* These include 13 cases which infringed clause (e) also.

† These include 3 cases which infringed section 4 (1) also.

APPENDIX B.

DISPOSAL OF CASES UNDER THE MERCHANDISE MARKS ACT BY THE OFFICERS EXERCISING POWERS UNDER SECTION 182 OF ACT VIII OF 1878.

Official year.	CASES DISPOSED OF: By the Collector.	By the 1st Assistant Collector.	By the Assistant Collector in charge Dock Custom House.	Total of columns 2 to 4.	Total penalties under clause 8, section 167, of the Customs Act (b).	Total fines in lieu of confiscation under clause 8, section 167, of the Sea Customs Act (b).
					Rs.	Rs.
1891-92	179	4	79	262	2,132	608
1892-93	305	11	131	447	5,020	1,707(a)

(a) In four cases the importers did not redeem the goods on payment of penalties in lieu of confiscation amounting in all to Rs. 1,132.

(b) The penalties and fines in lieu of confiscation are the amounts actually recovered.

J. M. CAMPBELL,
Collector of Land Revenue, Customs, and Opium.

BOMBAY, 30*th June* 1893.

APPENDIX C.

PACKAGES DETAINED UNDER THE MERCHANDISE MARKS ACT, 1892-93.

Year.	Number.	HOW DISPOSED OF — PASSED. (a) With qualification and with fine.	(a) Without qualification and with fine.	(a) Without qualification and without fine.	(a) With qualification and without fine.	RESHIPPED. With fine.	Without fine.	Confiscated.	Packages not redeemed on payment of redemption penalty.
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1891-92	3,766	1,680	153	1,019	907	4	3	...	...
	Bundles of steel 4,627	...	Bundles 2,912	Bundles 1,715	...	...	...	...	...
	Bars of iron 2,600	...	...	Bars 2,600	...	...	...	...	..
1892-93	8,393	6,043	1,345	351	510	111	3	21	...
	Bundles of steel and white wooden, boards. 17,843	Bundles 859	Bundles 16,042	Bundles 608	Bundles 334	...	...	...	...
	Bars of iron 17,684	Bars 1,690	Bars 8,462	Bars 3,557	Bars 3,975	...	...	...	...
	Slabs of tin and copper . 1,075	Slabs 715	Slabs 360						

(a) Qualification means an addition to or alteration in the description, or mark upon goods or their covers made to bring them in accordance with the requirements of the law.

J. M. CAMPBELL,

Collector of Land Revenue, Customs and Opium.

BOMBAY, 30*th June* 1893.

No. 3322, dated 1st July 1893.

Endorsed by the Commissioner of Customs, Salt, Opium, and Abkari, Bombay.

Submitted to Government in the Revenue Department.

The report is very interesting, and shows that the Act has been worked carefully and beneficially to the public, without interfering with honest and legitimate trade. Credit is due to the officers named by Mr. Campbell for the way in which they have done difficult and responsible work.

No. 1046, dated 14th June 1893.

From R. N. COGHLAN, Esq., Collector of Customs, Karachi,

To the Commissioner in Sind, Karachi.

I have the honour to submit my third annual report on the working of the Indian Merchandise Marks Act, IV of 1889, together with a statement of the cases disposed of during the past year 1892-93.

2. The total number of cases dealt with during the year under review were 365 against 126 in the year previous, *viz.* :—

Under clause (*d*)	...	...	...	...	97
Under clause (*e*)	...	...	...	...	236
Under clause (*f*)	...	...	...	...	32

3. The cases under clause (*d*) were mostly those of omissions to mark the country of origin on goods of foreign produce showing description of the articles in the English language.

Of the few cases of importance, I give details below. The rest were of the ordinary kind, *viz.*, foreign goods bearing English descriptions without showing origin.

There were a few consignments of imitation gold thread, imitation gold wire, and imitation silver thread and wire.

These were all the produce of Germany. All the packets were falsely marked as "gold thread," "gold wire," "silver thread," and "silver wire." The importers were fined and allowed to correctly mark the goods before they passed.

There was a consignment of 30 cases German bitters from Hamburg labelled with description of contents in the English and Spanish languages. These labels were conspicuously stamped in red ink "Angostura Bitters." The bottles were besides put up exactly in the same manner as Angostura Bitters by Dr. Siegert. The origin, however, was omitted. I ordered the confiscation of the consignment as being one of false trade description, giving the consignees option of redeeming the goods on payment of a fine of Rs. 250 within three months from date of the order. The consignees did not avail themselves of the redemption offered. The goods were consequently forfeited to Government.

Two consignments of German whisky and port and sherry—namely, 100 cases whisky and 20 cases port and sherry—were imported from Hamburg; the labels affixed to the bottles were in English, and the whisky was stated to have been distilled in the "Glen Bollin" distillery. The wines, besides being labelled with description in English, showed the names of Spanish and Portuguese dealers with their places of business in Spain and Portugal. Both the whisky and the wines were, however, stamped "bottled in Germany." As the labels on the bottles were clearly intended to deceive the public into the belief that the goods were the produce of the country of which they were not, I directed the consignee to correctly mark the goods on payment of a fine before they were passed.

One consignment of needles from Antwerp. The tins containing the needles were marked 10,000, but the actual number in each was found to be only 9,000. The importers were fined Rs. 10 and permitted to redeem the goods on payment of a further fine of Rs. 10, when, after correctly stamping the goods, they were passed.

4. The infringements under clause (*e*) whereof the application of the names of British or British Indian dealers to goods of foreign manufacture. With the exception of a few in the vernacular language, almost all the names were shewn in English.

The increase in the number of cases this year is accounted for by the inclusion of infringements under clause (*e*) in respect of consignments of iron and other metals and packages of goods in bulk imported from foreign countries having been dealt with under the Act. These were marked with the names of British or British Indian dealers, but did not show origin. In the years previous such goods were passed unnoticed.

There were no cases under this head during the year requiring special mention. They were all of the description referred to in my last report.

5. There were 32 cases under clause (*f*) of omissions to mark or of improperly marked piece-goods as regards lengths. By improper marking I mean the lengths were marked in chalk which was easily removable. In eleven cases I imposed a nominal fine previous to allowing the pieces to be properly marked. In the rest of the cases the pieces were stamped and passed or passed with a warning.

STATEMENT SHOWING THE NUMBER OF CASES DEALT WITH UNDER SECTION 18 OF THE SEA CUSTOMS ACT, VIII OF 1878, AS AMENDED BY THE INDIAN MERCHANDISE MARKS ACT, IV OF 1889, DURING 1892-93.

Number of cases detained.	Clause and section under which detention was ordered.	Detention followed by confiscation.	Detention followed by release with or without fine.	Detention ordered on information received.	Detention ordered without information.
	1	2	3	4	5
97	Section 18, clause (*d*)	1	96	*Nil.*	97
236	„ 18, „ (*e*)	*Nil.*	236	*Nil.*	236
32	„ 18, „ (*f*)	*Nil.*	32	*Nil.*	32
365		1	364	...	365

R. N. COGHLAN,
Collector of Customs.

KARACHI, 14*th June* 1893.

No. 2853, dated 22nd July 1893.

Endorsed by the Commissioner in Sind.

Submitted to Government with a further report of the Collector. It is a pity that the number of cases has increased, but it is hoped that merchants will gradually realise the points to be borne in mind, and cases of absolute misdescription, such as described by the Collector, were rightly punished. Rather more than half the cases were let off without payment of a fine.

No. 1227, dated 17th July 1893.

From R. N. COGHLAN, Esq., Collector of Customs, Karachi,

To the Commissioner in Sind.

With reference to your memorandum No. 2479 of the 28th ultimo, I have the honour to append a statement in the form asked for, showing the number of cases in which fine was inflicted, and in which the goods were released without fine.

In the year previous the marking of bars, rods, rails, plates, and sheets of iron, steel, etc., was not at first enforced, as it was thought the law did not apply to such articles. The letters or initials shown on the bars, etc., were considered as marks of identification of goods of the different shippers, and were passed as such. On a reference to the Bombay Custom House last year, it was ascertained that the omission of origin on bars of iron, etc., so marked was treated as an infringement of the Act. I therefore adopted the practice here. This view of the question was confirmed by Government of India Resolution No. 269-S., dated the 29th November 1892, Finance and Commerce Department.

The bars, rods, etc., were marked with the initials of British or British Indian dealers without showing country of origin thereon. Under section 18, clause (*e*), of the Sea Customs Act, VIII of 1878, as amended by the Indian Merchandise Marks Act, IV of 1889, goods of foreign produce having applied thereto any name or trade mark of any manufacturer, dealer, or trader in the United Kingdom or British India not accompanied by a definite indication of the country of origin are prohibited import. Under this rule bars, etc., of iron or other metals coming from Belgium or other continental ports, if marked with the names "Cosser & Co.," would require the country of origin to be also marked thereon. The stamp "Cosser & Co." would lead to the presumption that the iron was of British manufacture, and, as it was not so, the country of origin must necessarily be declared.

STATEMENT SHOWING THE NUMBER OF CASES DEALT WITH UNDER SECTION 18 OF THE SEA CUSTOMS ACT, VIII. OF 1878, AS AMENDED BY THE INDIAN MERCHANDISE MARKS ACT, IV. OF 1889, DURING 1892-93.

Number of cases detained.	Clause and Section under which detention was ordered.	Detention followed by confiscation.	Detention followed by release with or without fine.		Detention ordered on information received.	Detention ordered without information.
	1	2	3		4	5
97	Section 18 clause (*d*)	1	48	48	*Nil.*	97
236	„ 18 „ (*e*)	*Nil.*	108	128	*Nil.*	236.
32	„ 18 „ (*f*)	*Nil.*	11	21	*Nil.*	32
365		1	167	197	...	365

R. N. COGHLAN,
Collector of Customs.

KARACHI, 17*th July* 1893.

MADRAS.

EXTRACT FROM THE PROCEEDINGS OF THE GOVERNMENT OF MADRAS, REVENUE DEPARTMENT,—No. 2907-MIS., DATED 7*th August* 1893.

Read—

Proceedings of the Board of Revenue, Separate Revenue, No. 298, dated 7th July 1893.

Read the following—

Letter from J. STURROCK, Esq., Acting Collector of Sea Customs, Madras, to the Secretary to the Commissioner of Salt, Abkari and Separate Revenue, No. 934-G., dated 6th June 1893.

I have the honour to submit the third annual report for the year 1892-93 on the administration of the Merchandise Marks Act at this port, together with a statement in the prescribed form showing the number of cases dealt with under section 18 of the Sea Customs Act as amended by Act IV of 1889.

2. In about 312 instances in which packages were opened and examined at the Custom House for the purposes of the Act, there were 16 in which infringements of the provisions of the law were detected and the goods detained. Of these eleven consisted of unstamped or irregularly stamped piece-goods in contravention of the

provisions of clause (*f*), four of omissions to clearly indicate the country of origin as required by clause (*e*), and one of a false trade description under clause (*d*) of section 18 of the Sea Customs Act.

3. In three of the eleven cases falling under clause (*f*), it was probably intended to defeat the object of the law by marking the lengths on small strips of cloth (easily removable) attached to the pieces instead of on the pieces themselves. In all these as well as in seven of the eight cases under that clause, small fines were imposed, and the goods allowed to pass on their being properly stamped at the Custom House. The remaining case was disposed of with a warning.

4. The four cases under clause (*e*) related solely to goods manufactured out of the United Kingdom and described in the English language without any qualification as to the country of origin. The description in three of these cases was not of a very marked character, and no penalties were therefore levied, but the importers were required to remove the objectionable words or to supply the omissions before removing the goods. In the fourth case, which consisted of samples of brandy, the importer, a native, elected to abandon the goods rather than have any trouble about them.

5. The case under clause (*d*) was one of a false trade description, in which a small consignment of almond oil was imported labelled "Ol. Amygd. dule exot.," which is the foreign oil of almonds, and as such not genuine. The consignee was, however, allowed to pass it on, adding the word "Persica" to the description given on the label, so as to remove all doubts regarding the quality of the oil.

6. In conclusion, I would remark that the offences against the Act during the year under report were neither serious nor numerous, which shows that the law is better understood, and that efforts are made to respect its requirements. The penalties were in no case unduly severe, and on the whole the Act has worked smoothly.

STATEMENT SHOWING THE NUMBER OF CASES DEALT WITH UNDER THE MERCHANDISE MARKS ACT DURING THE YEAR 1892-93.

Number of cases in which detention was ordered.				Number of cases in which detention was followed by confiscation.	Number of cases in which detention was followed by release.		Number of cases in which detention was ordered on information received.	Number of cases in which detention was ordered without information.
Under section 18 clause (*d*.)	Under section 18, clause (*e*.).	Under section 18, clause (*f*).	Total.		With fine.	Without fine.		
1	4	11	16	1 (Abandoned by the consignee).	10	5	*Nil.*	

Read also the following—

Letter from H. M. WINTERBOTHAM, Esq., Acting Collector of Tanjore, to the Secretary to the Commissioner of Salt, Abkari, and Separate Revenue, No. 63-S.R., dated 25th June 1893.

With reference to Board's Proceedings dated 30th January 1891, No. 29-S.R., and 11th February 1892, No. 86-S. R., I have the honour to report on the working of the Indian Merchandise Marks Act for the year 1892-93.

2. No instance has occurred of any goods being imported bearing a counterfeit trade mark or a false trade description; nor was any instance discovered of goods marked with the purpose of deceiving people into the belief that they were of English or British Indian manufacture.

3. There is at Negapatam a curious trade in cotton piece-goods with Penang and Singapore, which is of the following character: Cambric of a fine texture, in pieces 12 yards long and about 42 inches wide, is imported by steamer into Negapatam from Penang and Singapore. At Negapatam the cloth is dyed in indigo and re-exported to Penang and Singapore, where it is said to be in demand as clothing for the Chinese. The trade appears to be chiefly in the hands of three native firms. During the past year 293 cases of cambric, containing each 200 pieces of 12 yards, were imported. The whole of this cambric is said to be of English manufacture, and as regards most of the consignments there is no doubt about the matter. In most instances each piece bears—

(1) The stamp of the Manufacturer: and place of manufacture: thus, "Thos. G. Hill & Co., Manchester."
(2) The trade mark; thus, three elephants and the words "Registered trade mark No. 24398."
(3) The name of a firm in Penang or Singapore; thus, "Sandilands Battery & Co., Penang."
(4) The length in yards.
(5) Certain inscriptions which I cannot read in Hindustani and Chinese.

4. The Cambrice in 41 of the cases or boxes bore neither the place of manufacture nor the length of each piece. In 16 boxes the cambric was marked with the length but was not stamped with the place of manufacture. In 7 boxes the pieces were not stamped with their length in yards. All the above 64 boxes were detained pending inquiry into the place of manufacture. In regard to several consignments, copies of the English invoice were produced or inquiry showed that there was no reason to doubt that the cambric was English.

5. In one instance the consignee of 5 boxes, in which the cambric pieces bore trade marks, but were not stamped with the length, was fined Rs. 10 by the Head Assistant Collector (Mr. Francis), and on a repetition of the offence in respect of 10 boxes, the same man was fined Rs. 100 by the Head Assistant Collector (Mr. Miller). In another instance the consignee of 15 boxes was fined Rs. 50 by the latter officer for a similar offence. I have examined the records of these cases, and do not see that any fraudulent intention was established, but the consignees were not in a position to show where the goods were manufactured. In the above instances the piece-goods were allowed by

the Head Assistant Collector to be dyed and re-exported to Penang. In the remaining instances the consignees were allowed to stamp the pieces with the length thereof and to remove them with a warning.

6. In two instances in which the place of manufacture appeared doubtful, the consignees were required to produce the English invoices and have not yet done so. I forward herewith for the inspection of the Board, the stamped portion of a piece from each of the said two consignments.

One of them bears the stamps "Boustead & Co., Penang and Singapore," and "E. Birch & Co., Manchester," but the number of the trade mark (apparently a bustard) is not given. There is a ticket gummed on to the piece bearing a trade mark of four anchors with number 24,001.

The other bears an inscription in Chinese, Hindustani, and Tamil: the Tamil reads "Uttambarg Brothers & Co."

The native importers have not yet been able to produce evidence that these piece-goods were manufactured in the United Kingdom. There is no doubt that they were meant to be dyed and re-exported; and if any deception was intended, the persons deceived must be the Chinese who used the dyed article.

Whether the Chinese have any preference for cambric of Madras manufacture, and suppose this dyed cambric to be of Madras origin, I do not know.

7. Enclosed is a statement giving in a tabular form the information required by paragraph 4 of the instructions printed on page 1 of Board's Proceedings, No. 29, dated 30th January 1891, Separate Revenue. The merchants are now acquainted with the requirements of the Act, and infringements of its provisions are in future not likely to be numerous.

I regret that heavy work and the inquiries which I have had to make have caused a delay which ought not to have occurred.

STATEMENT SHOWING PARTICULARS REFERRED TO IN PARAGRAPH 4 OF THE INSTRUCTIONS CONTAINED IN BOARD'S PROCEEDINGS, No. 29, DATED 30TH JANUARY 1891.

Number of cases in which detention was ordered under clause (*f*) (2), section 10, Act IV of 1889.	Number of cases in which detention was followed by confiscation.	Number of cases in which detention was followed by release with or without a fine.		Number of cases in which detention was ordered on information received.	Number of cases in which detention was ordered without information.
		11			
		with fine	without fine		
11	...	3	8	...	11

Read also the following paper:

From HERBERT BRADLEY, Esq., Acting Collector of Malabar, to the Secretary to the Commissioner of Salt, Abkari, and Separate Revenue, No. 312-G1., dated 15th June 1893.

STATEMENT SHOWING THE DETENTION OF GOODS UNDER THE INDIAN MERCHANDISE MARKS ACT, 1889, IN THE DISTRICT OF MALABAR DURING THE YEAR 1892-93.

PORT.	Number of cases in which detention was ordered.	Detention followed by confiscation.	DETENTION FOLLOWED BY RELEASE.		Detention ordered on information received.	Detention ordered without information.	REMARKS.
			With fine.	Without fine.			
Tellicherry ...	1	...	1	...	...	1	In March last 15 dozen bottles of country castor-oil shown in an import manifest from Bombay were short delivered at Tellicherry, the quantity actually landed being only 30 bottles. Of these bottles, 10 bore English trade marks "J. T. Morton, London." These were old castor oil bottles of English manufacture from which labels had not been removed. The consignment was consequently detained, but was released under the orders of the Deputy Collector in charge of Customs after removing the labels and after levying a penalty of Rs. 50 under Article 37 of section 167 of the Sea Customs Act.
Cochin ...	1	...	...	1	...	1	In November 1892 a consignment of brandy landed by Messrs.* * & Co. at Cochin was detained under section 18 of the Sea Customs Act by the Superintendent of Customs because the label had no indication as to the place of manufacture. The label contained the following words: "Old Stock, Trade mark, Fauslin Freres Cognac," and in the corner "Déposé." The goods were released under the orders of Collector, as under section 18 goods can be detained only if they bear any name or trade mark purporting to be a colorable imitation of the name or trade mark of any person who is a manufacturer, dealer, or trader in the United Kingdom or in British India. This is not the case in the present instance. Moreover, under paragraph 2 of the Executive Instrucutions communicated in Board's Proceedings, dated 30th January 1891, No. 29, the goods should not have been detained, the manufacturer's name and trade description being expressed in French, not English.
TOTAL...	2	...	1	...	...	2	

RESOLUTION.—The reports of the Collector of Sea Customs, Madras, and of the Collectors of Tanjore and Malabar on the adminstration of the Merchandise Marks Act IV of 1889, during 1892-93 are submitted to Government. There were no detentions under the Act in the other districts.

2. The total number of cases of detention of goods under the Act during the year under report was 29. Of these, 2 were under section 18, *clause (d), of the Sea Customs Act as amended* by section 10 of the Merchandise Marks Act, 5 under 18 (*e*), and 22 under 18 (*f*), which requires all piece-goods to be stamped with their length.

3. The following statement shows the particulars of detention :

Districts and ports.	Detentions ordered.	Detentions followed by confiscation.	DETENTIONS FOLLOWED BY RELEASE.		Detentions ordered on information received.	Detentions order without information.
			With fine.	Without fine.		
Madras	16	1	10	5	...	16
Tanjore (Negapatam)...	11	...	3	8	...	11
Malabar (Tellicherry)...	1	...	1	...	...	1
(Cochin) ...	1	...	...	1	...	1
TOTAL ...	29	1	14	14	...	29

4. The number of detentions under clause (*f*) is large as compared with those under the other clauses. In 3 out of the 11 cases in Madras under clause (*f*), the lengths were marked on small strips of cloth easily removable attached to the pieces instead of on the pieces themselves. In 10 cases small fines were levied, and in the remaining case a warning was considered sufficient.

5. In Tanjore cambric of a fine texture, which is said to be of English manufacture, is imported from Penang and Singapore, is dyed at Negapatam in indigo, and re-exported to the same settlements for use as clothing by the Chinese. It is to such consignments as the above that the eleven cases of detention shown against Negapatam refer. As the Collector states that he does not see that any fraudulent intention was established in the three cases in which the importers were punished with fine, the fines Rs. 100 and Rs. 50 in two cases appear to be heavy. His attention is drawn in this connection to the correspondence contained in G. O., dated 11th October 1889, No. 828 (Revenue), communicated to Collectors in Board's, Proceedings dated 15th October 1889, No. 375.

Order thereon by the Government of Madras.

Ordered to be forwarded to the Government of India.

Copy to the Government of India, Finance and Commerce Department.

APPENDIX P.

DELAYS IN PROCURING CHEMICAL TESTS.

BOMBAY, 22*nd September* 1893.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—We have already last year drawn the attention of the Chamber of Commerce to the delay and difficulties arising at the local Custom House in the clearing of oils and paints in which ingredients of a dangerous or explosive character might form a constituent part, and the opinion set forth in our letter to the Chamber of Commerce, dated 27th May 1892, that the amount of work thrown on the Chemical Analyser is more than he can cope with, is confirmed by the fact that we imported for several constituents of ours per S. S. "Oriental" which arrived on the 19th of August the following consignments of Ready Mixed Silicate paints in one lb. tins :—

C. R.	11	cases	for Mr.	Chanlabhoi Rhajbhoy.
T. M. T.	10	„	„ „	T. Moolla Tajkhanjee.
T. F. B.	5	„	„ „	Tyabally F. Bengalee
A. H. H.	5	„	„ „	Abdool Hosein Heptolabhoy

and that although one month and three days have now passed since the date of arrival of the ship, the tins taken out from the cases to be sent to the Chemical Analyser have not yet been returned, an opinion on them has not yet been given, and the goods are lying in the Docks paying extra fees and godown rent as indentors cannot take delivery of them.

We are perfectly aware that no blame attaches to the Custom House, but we would point out that this system cannot be allowed to continue as the consequences of it are detrimental to the paint trade and is causing dissatisfaction amongst the class of native indentors, and as the matter has already been referred once to the Collector of Customs without any satisfactory result we would be of opinion that it would be necessary now to address Government on the subject, and we shall feel very much obliged by the Chamber of Commerce taking some steps which may ensure a satisfactory solution to this abnormal state of things.—We remain, &c.,

per pro. LATHAM & Co.,
R. PESCIO.

BOMBAY CHAMBER of COMMERCE, 27*th September* 1893.

J. M. CAMPBELL, ESQ., C.S., C.I.E., COLLECTOR of LAND REVENUE, CUSTOMS AND OPIUM, Bombay.

SIR,—On 7th June 1892 the Committee of the Chamber (as per copy of letter attached) addressed you on the

subject of the difficulty experienced by importers in clearing oils, paints, &c., from the Custom House, in which possibly an ingredient of an explosive character might form a constituent part. To this communication the Chamber has, up to this date, received no reply, and the Committee are constrained, therefore, to address you again on the subject in consequence of a fresh complaint of a similar character having been brought to their notice, from which it would appear that the delay and inconvenience previously referred to have not in the interval been removed, or, indeed, lessened in any way.

2. In the present instance Messrs. Latham & Co. who are again the complainants—state that they imported 31 cases (in 1 lb. tins) of Ready Mixed Silicate Paints by the S.S. "Oriental" which arrived in Bombay on the 19th ultimo; that the tins taken out of the cases to be sent to the Chemical Analyser to Government have not yet been returned (although more than 5 weeks have elapsed since the steamer's arrival) nor has an opinion on them been given, and that the goods are lying in the Docks paying extra fees and godown rent, indentors being unable to take delivery pending the result of the reference to the official above mentioned.

3. The Committee of the Chamber, having had the matter under consideration, are of opinion that such long delay is unwarranted and is calculated to have an adverse effect on the trade in the articles. They have accordingly decided to address Government calling attention to the matter and suggesting that steps should be taken with the view of such delays being, in future, minimized, if not altogether removed. But before doing so, they would be glad to be favoured, an early date with your views on the subject, and to be informed at the same time what cause, if any, exists for the delay complained of.—I have, &c.,

W. R. MACDONELL, *Chairman.*

BOMBAY CHAMBER OF COMMERCE, *27th September* 1893.

MESSRS. LATHAM & CO.

DEAR SIRS,—Your letter of the 22nd instant, calling attention to the difficulty experienced in clearing oils, paints, &c., from the Custom House, having been submitted to the

Committee of the Chamber, I beg to inform you that the matter has again been brought to the notice of the Collector of Customs, and the Committee also propose addressing Government on the subject suggesting that steps should be taken with the view of the delay referred to being in future minimized if not altogether removed.—I am, &c.,

W. R. MACDONELL, *Chairman.*

BOMBAY, 27*th September* 1893.

The CHAIRMAN, BOMBAY CHAMBER of COMMERCE, Bombay.

DEAR SIR,—We are very much obliged for your favour of date, and we are glad to notice from same that the Committee proposes to address Government on the subject of the amount of work thrown on the Chemical Analyser and on the consequent delay in clearing goods for which reference has to be made to this authority.—We are, &c.,

per pro. LATHAM & Co.,
R. PESCIO.

No. 8291 of 1893.

From J. M. CAMPBELL, Esq, I.C.S., C.I.E., COLLECTOR of LAND REVENUE, CUSTOMS and OPIUM, Bombay.

BOMBAY CUSTOM HOUSE, 23*rd October* 1893.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—In reply to your letter of the 27th September 1893, I have the honor to state that when your former letter of the 7th June 1892, regarding delays in procuring chemical tests was received by me the subject was already engaging my attention. The matter was brought to the notice of Government with the result that in July 1892 the strength of the Chemical Analyser's staff was increased. The effect of this increase has received my constant consideration. Until the receipt of your letter under reply it appeared to me that the increase to the Chemical Analyser's staff had secured the necessary despatch and put an end to delays which had admittedly given ground for complaint.

2. I have delayed replying to your letter of the 27th September till I was in a position to satisfy myself of the correctness of my opinion that since the increase to his staff the reports of the Chemical Analyser have been furnished with commendable despatch.

3. Setting aside cases of ghee for which lengthened tests are required, the result of scrutinizing all cases referred for test to the Chemical Analyser since 1st January 1893 is, in a total of 123 references, a period of report varying from one to sixteen and averaging between four and five days; and in the case of the 276 samples of different descriptions included in the 123 references, a period varying from one to sixteen and averaging a little over two days.

4. In the case of ghee, of spirits, and of other articles in which delay is apprehended, the interests of trade are consulted by allowing the importer to pass his consignment on depositing a certain sum in case the article should prove to be adulterated or should be found to contain spirits or other dutiable substance. This arrangement is freely taken advantage of, and removes the inconvenience which the unavoidable delay in making tests of this nature might otherwise cause.

5. The case of paints and other articles containing petroleum which may be dangerous remains. It is plain that the deposit arrangement does not apply to goods which are subject to restrictions on importation and to the production of a special license. An examination of the results of references made since the 1st January 1893 in the case of paints, oils and varnishes, to which your letter under reply draws special attention, gives for 42 references a period of report varying from two to ten and averaging less than six days, and for the 73 samples of different descriptions included in the 42 references an average period of a little over three days. Considering the special care which paint and oil tests require, you will, I trust, agree with me in regarding this result as satisfactory.

6. On the general question of delays, I venture to think I have shown that by the increase to the Chemical Analyser's staff all cause of general complaint regarding excessive delay in obtaining reports of tests has ceased.

7. With reference to the special cases cited in your letter of 7th June 1892, it appears that the naphtha was kept afloat not for 8 or 10 days but for over three months, and that the cause of delay was the omission of the importers to take out the necessary license. The naphtha case therefore has no connection with the question of delay in the Chemical Analyser's Office. In the second case referred to in the same letter, namely, the delay in testing medicines, it is to be noticed that if in this instance Messrs. Latham and Co. had conformed to the usual practice of giving a deposit the consignment would have at once been passed.

8. The case of silicates referred to in your letter under reply is complained of as taking more than five weeks to decide. In this case except for four public holidays, the delay was occasioned partly by the unwillingness of the importer to produce the required number of samples, and partly by the fact that the samples first forwarded to the Chemical Analyser, which to meet importers, wishes were made as small as possible, were found insufficient. The actual time spent in taking the tests which were complicated by the consignment, including seven descriptions of paints, did not last over eight days, a period which in the circumstances seems to me in no way excessive. The necessity for careful examination in this case is apparent by the fact that of the seven paints tested two were found to contain dangerous petroleum, and have in consequence been re-shipped by the importers. I may further notice that in stating that this case took more than five weeks to decide, Messrs. Latham and Co. seem to calculate from the date of the arrival of the ship (19th August) instead of from the dates (5th 8th, 11th, and 13th September) on which the four different importers

presented their bills of entry. As explained above, except for the four public holidays, the further delay was due to the unwillingness of the importers to supply the required samples.

9. I would, in conclusion, express regret for the omission to reply to the Chamber's letter of 7th June 1892. As the action soon after taken by Government in consequence of a separate recommendation was in accordance with the opinion expressed by the Chamber in that letter, and as in consequence delays ceased to be excessive, the necessity for explaining the special instances referred to in the Chamber's letter was overlooked.—I have, &c.,

J. M. CAMPBELL,
Collector of Land Revenue, Customs and Opium.

BOMBAY CHAMBER OF COMMERCE, *26th October* 1893.

J. M. CAMPBELL, Esq., C.S., C.I E., COLLECTOR of LAND REVENUE, CUSTOMS AND OPIUM, Bombay.

DEAR SIR,—I have the honor to acknowledge the receipt of your letter No. 8291 of the 23rd instant regarding delays in procuring chemical tests, which has been submitted to, and considered by, the Committee of the Chamber of Commerce. The Committee, while thanking you for your communication, are glad to learn that the increase to the Chemical Analyser's staff, which you mention, has secured the necessary despatch of business in that department, thus putting an end to delays which had previously given ground for complaint.

2. With respect to the special cases cited by Messrs. Latham and Co., which formed the subject of my two previous communications, the Committee have transmitted copies of paras. 7 and 8 of your letter for the information of the firm concerned.—I have, &c.,

W. R. MACDONELL, *Chairman.*

BOMBAY CHAMBER OF COMMERCE, *27th October*, 1893.

MESSRS. LATHAM AND CO.

DEAR SIRS,—Referring to correspondence ending with your letter of the 27th ultimo, on the subject of the difficulty experienced by your firm in clearing from the Custom House oils, paints, &c., the Committee are now in possession

of a full report from the Collector of Land Revenue, Customs and Opium on the matter, from which they learn that when the Chamber's former communication of the 7th June 1892 was received by him, the question of the delays in procuring chemical tests was already engaging his attention, the matter having then been brought to the notice of Government by the Collector with the result that in July 1892 the strength of the Chemical Analyser's staff was increased. This increase, the Committee are glad to learn from Mr. Campbell's report, has now secured the necessary despatch of business in that Department, thus putting an end to delays which previously had given ground for complaint. Under these circumstances the Committee do not propose addressing Government in this connection.

2. With regard, however, to the special cases cited in your communications of 27th May 1892, and 22nd September 1893, I am to hand you the accompanying extracts (paras. 7 and 8) of the Collector's letter which deal with the shipment of naphtha, the delay in testing medicines, and the more recent complaint about the consignments of silicates by the s.s. "Oriental."

3. In all future cases of this kind, it would materially assist the Committee if all the essential facts were placed before them when the intervention of the Chamber of Commerce is solicited.—I have, &c.,

W. R. MACDONELL, *Chairman.*

BOMBAY, 10*th November* 1893.

THE SECRETARY, BOMBAY CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—We are in receipt of your favour, dated the 27th inst., on the subject of the delays in procuring chemical tests, and we have to thank you very much for the report attached to same.

With reference to the last paragraph of your letter under reply, we would point out that we placed before the Chamber the facts referring to our complaint exactly as they were placed before us, and having at the time investigated the matter we had reason to believe that the facts were not misstated. We regret any inconvenience we may have caused you, and remain.—Yours, &c.,

per pro. LATHAM & Co.,
R. PESCIO.

APPENDIX Q.

CERTIFICATES OF ORIGIN FOR SHIPMENTS TO GERMANY.

BOMBAY, 17*th August* 1893.

JOHN MARSHALL, ESQ., Secretary, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I beg to inform you that by the S. S. "Port Hunter" I shipped 2,000 Bags Wheat to Antwerp. After the departure of the vessel, I received an intimation from my London correspondents (copy of letter herewith) that a Certificate of Origin was necessary. I accordingly applied to the Imperial German Consul, Bombay, for the same producing Mates Receipts and a certified voucher from the Dock Superintendent as proofs in the absence of the Bill of Lading which had been forwarded by a previous mail, but he informed me verbally that he cannot grant it as the vessel had left the port. This reply I communicated to London, who write as follows in their letter of the 28th ultimo :—

> "*Port Hunter.*"—We will be much obliged if you will again endeavour to get a Certificate of Origin from the Consul. You must have ample proofs of the shipment and should be able to convince him that there is nothing underhand about the business. We know Ralli's succeeded in getting one six weeks are more after the departure of a Calcutta steamer. Our buyers on pressing for the document.

I wrote again to the Consul here on the subject, but he replied that he could not comply with my request as per enclosed copies of letters. The Consul also informed me that if he was addressed on the subject by the Chamber he could then lay before his Foreign Office for reconsideration the present standing rule.

I shall thank you therefore to consider the matter over and see if anything can be made out of it.—I am, &c.,

per pro. J. FACHIRI,
C. AGELASTO.

MEMORANDUM.

LONDON, 2*nd June* 1893.

From FRITH SANDS & Co.

To JOHN FACHIRI, Esq., Bombay.

Contract 27-5-93 *No. 1 Club, Antwerp.*

Please note that together with shipping documents for these 200 tons we will require a Certificate of Origin from the German Consul, the same as last year. This is necessary, in case buyer sends the Wheat on to Germany as a great deal is sent. Sales to Hamburg require the same document.

F. S. & Co.

BOMBAY, 15*th August* 1893.

To the IMPERIAL GERMAN CONSUL, Bombay.

Re-certificate of shipment of 2,000 *Bags Wheat per s.s.* "*Port Hunter*" *to Antwerp.*

DEAR SIR,—I beg to draw your attention to my application made on or about the 15th of June last, for the above certificate and your verbal reply thereto to my clerk, refusing the same on the ground that the vessel having left this port before the application was made and also in the absence of Bill of Lading, which had been forwarded by the preceding mail, no certificate can be granted, although the original of Mates Receipts were produced, as a proof. I wrote to my London Agents on the subject and they write as follows :—

> "*Port Hunter*"—"We will be much obliged if you will again endeavour to get a Certificate of Origin from the Consul. You must have ample proofs of the shipment and should be able to convince him that there is nothing underhand about the business. We know Ralli's succeeded in getting one six weeks or more after the departure of a Calcutta steamer. Our buyers are pressing for the document."

Under the circumstances I shall thank you to re-consider the matter and grant the necessary document.—I am, &c.,

per pro. J. FACHIRI,
C. AGELASTO.

BOMBAY, 16*th August* 1893.

J. FACHIRI, Esq., Bombay.

DEAR SIR,—In reply to your letter of yesterday relative to a shipment of 2,000 bags of Wheat to Antwerp by the S.S. "Port Hunter" I regret to be obliged to say that I am unable to grant your application for a Certificate of Origin. In consequence of similar applications by other firms in Bombay I had referred last year the matter to the home authorities pointing out that as the rule stands an application could not be complied with *after the shipment to which it refers had left the Country*, while on the other hand the Bombay shippers of Wheat did not apply for certificates unless instructed to do so by their home firms, whose constituents at Antwerp were at the time when the Wheat was being shipped at Bombay not always aware of its ultimate destination and consequently not in a position to know whether a German certificate was required or not. In reply I have been informed that the rules had to be adhered to and at present there was no occasion for any exemptions. Since the rules have not been altered I had to refuse all applications in such cases as the case in point. However, I beg to suggest that the matter may be brought before the Committee of the Chamber of Commerce, and shall be glad to forward any representation by the Chamber which might induce the authorities concerned to reconsider the matter and to adopt the rules to the requirements of the trade.—I am, &c.,

F. W. K. VON SYBURG, Imperial German Consul.

BOMBAY CHAMBER of COMMERCE, 19*th August* 1893.

J. FACHIRI, Esq., Bombay.

DEAR SIR,—Having submitted to the Committee of the Chamber your letter of 17th instant, with its accompaniments, on the subject of Certificates of Origin for shipments to Germany, I have to inform you that by desire of the Committee I have addressed the Imperial Consul for the German Empire, Bombay, in the matter, and a copy of my communication is forwarded herewith for your information.—I am, &c.,

W. R. MACDONELL, *Chairman.*

BOMBAY CHAMBER of COMMERCE, 19*th August* 1893.

F. W. K. VON SYBURG, ESQ., IMPERIAL CONSUL for the GERMAN EMPIRE, Bombay.

SIR,—The Committee of the Chamber of Commerce have had under consideration a letter addressed to them by Mr. J. Fachiri—a member of the Chamber—regarding a shipment of 200 bags of Wheat to Antwerp per S.S. "Port Hunter," for which it has now been found necessary to ask you for a Certificate of Origin as in the case of goods despatched to Germany. Copies of the correspondence on the subject, which has been exchanged between Mr. Fachiri and yourself, have also been placed before the Committee, who observe, from your letter dated 16th August, that, under instructions from your Home authorities, no application for a Certificate of Origin can be entertained after the shipment to which it refers has left the country.

2. The Committee would point out that shippers are not always in a position to know the ultimate destination of their produce before it leaves Bombay, and when it is necessary to tranship part of a cargo from a foreign country to Germany, shippers are sometimes compelled, as in the present instance, to apply for Certificates of Origin after the vessel has sailed. A rigid adherence to the rule in such cases is manifestly vexatious and hampering to trade, and unreasonable in itself when conclusive proof of origin can be produced. The rule was no doubt laid down in the belief that it would be impossible, or at least extremely trouble-

some, for the Consular authorities to verify proofs of the origin of produce after the vessels carrying it had left the ports of shipment. The Committee believe that, so far as Bombay is concerned, there need be no difficulty whatever in obtaining such verification, and in this connection they are of opinion that mates' receipts are as valid as Bills of Lading and as easily verified; when combined with a certified voucher from the Dock authorities, as in the case of the S.S. Port Hunter, they are absolutely conclusive.

3. The Committee would suggest that reasonable rules as to what constitutes proof of origin might be laid down by your Home authorities to meet cases like the present; and in this connection the admirable organisation of the Port Trust Docks should not be overlooked. I have accordingly to solicit your attention to the matter, and to ask that you will be good enough to represent this grievance in the proper quarter, with the view to the present rule being amended so as to allow of Certificates of Origin being granted to exporters, after departure of cargo, when ample proof of origin has been given.—I have, &c.,

W. R. MACDONELL, *Chairman*.

BOMBAY, 19*th August* 1893.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am in receipt of your letter of date enclosing copy of the representation made to the Imperial German Consul, and beg to thank you for having taken up the matter.—I am, &c.,

per pro. J. FACHIRI.
C. AGELASTO.

BOMBAY, 22*nd August* 1893.

To the HONORABLE Mr. W. R. MACDONELL, CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—I have the honor to acknowledge receipt of your letter of the 19th instant, on the subject of Certificates of Origin for wheat destined for Germany, and in reply to say that I shall not fail to submit your letter to the authorities concerned, and that a further communication will be sent to you in due course.—I have, &c.,

F. W. K. VON SYBURG,
Imperial German Consul.

BOMBAY, 10*th November* 1893.

To the HONORABLE Mr. W. R. MACDONELL, CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to my letter of the 22nd August last, on the subject of Certificates of Origin, I have the honor to inform you that according to instructions received by last mail from the Foreign Office, Berlin, the compliance with an application for a Certificate of Origin made after the shipment to which it refers has left the country is not compatible either with the wording or with the objects of the rules framed for guiding issue of such certificates. Accordingly I have been directed not to entertain any such application.

2. To meet under these circumstances as far as possible the convenience of shippers unable to apply in time for a proper Certificate of Origin, I am authorized to legalize certificates by the Dock authorities showing that the goods in question have been shipped and are of Indian origin. I am, however, to point out that these certificates do not of necessity carry the same weight with the Customs Officers in Germany as formal Certificates of Origin, which latter they are bound to accept as conclusive proof of origin.—I have, &c.,

F. W. K. VON SYBURG,
Imperial German Consul.

BOMBAY CHAMBER of COMMERCE, 15*th November* 1893.

F. W. K. VON SYBURG, Esq., IMPERIAL CONSUL for the GERMAN EMPIRE, Bombay.

DEAR SIR,—I am directed to acknowledge the receipt of your letter of the 10th instant, in reply to my representation of the 19th August 1893, on the subject of Certificates of Origin for shipments to Germany, and with special reference to the 200 bags of wheat shipped to Antwerp by the the S.S. Port Hunter.

The Committee, in thanking you for your communication, are glad to learn that while you are unable to entertain Mr. Fachiri's application for a Certificate of Origin in respect of the above shipment, you have now received definite instructions which will enable you to deal with such cases in future.—I am, &c.,

JOHN MARSHALL, *Secretary*.

BOMBAY CHAMBER of COMMERCE, 15*th November* 1893.

J. FACHIRI, ESQ.

DEAR SIR,—Referring to your letter of 17th August last, on the subject of Certificates of Origin for shipments to Germany, I am now directed to forward for your information the accompanying copy of a letter received from the Imperial German Consul, Bombay, in reply to the Committee's representation on this subject.—I am, &c.,

JOHN MARSHALL, *Secretary.*

BOMBAY, 16*th Novemler* 1893.

JOHN MARSHALL, ESQ., SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—I beg to acknowledge receipt with thanks your letter of the 15th instant, with a copy of the Imperial German Consul's letter, contents of which have been noted.—I am, &c.,

per pro. J. FACHIRI,
C. AGELASTO.

BOMBAY, 20*th March* 1894.

To JOHN MARSHALL, ESQ., SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the previous correspondence on the subject of Certificates of Origin, I have the honour to inform you that, according to instructions received to-day by telegram from the Foreign Office, Berlin, no Certificates are required in future for exports of grain or pulse from India to Germany.—I have, &c.,

F. W. K. VON SYBURG,
Imperial German Consul.

APPENDIX R.

CERTIFICATES OF ORIGIN FOR RUSSIA.

BOMBAY, 8*th August* 1893.

JOHN MARSHALL, Esq., SECRETARY, BOMBAY CHAMBER OF COMMERCE.

DEAR SIR,—We shall feel obliged if you will kindly inform us if any orders have been issued with regard to the necessity to send Certificates of Origin with all Bills of Lading for goods shipped to Russian Ports.

We have received telegraphic advices from our Head Office to forward such certificates, legalized by the Russian Consul, but we understand there is no representative of the Russian Government in Bombay. An early answer will oblige,—We are, &c.,

p. pro. F. SAUQUET & CO.,
D. MORRIS.

BOMBAY CHAMBER OF COMMERCE, 8*th August*, 1893.

MESSRS. F. SAUQUET & Co.

DEAR SIRS,—In reply to your letter of to-day's date, the Chamber has no information of any Certificates of Origin being required by the Russian authorities, nor have the Custom House here, apparently, received any such notification. For your information, however, I send you a copy of the International Customs Journal on Russia, which is the latest information the Chamber has at its disposal. Please return it when done with.—I am, &c.,

JOHN MARSHALL, *Secretary*.

BOMBAY, 9*th August* 1893.

JOHN MARSHALL, Esq., SECRETARY, BOMBAY CHAMBER OF COMMERCE.

DEAR SIR,—We have to thank you for your favor of yesterday's date, also for the enclosure, which we beg to return enclosed.—We are, &c.,

p. pro. F. SAUQUET & Co,
D. MORRIS.

BOMBAY, 21*st August* 1893.

THE SECRETARY, BOMBAY CHAMBER OF COMMERCE.

SIR,—In continuation of our letter of 8th instant, we beg to hand you enclosed copy of instructions relative to shipments to Russian Ports, received by us by mail.

Will you kindly lay the subject before your Committee, and let us know what arrangements will be made by the Chamber for legalizing the certificates required, as we understand there is no Russian Consul in Bombay, and no orders have been issued by the Government with regard to shipments to Russian Ports.—We are, &c.,

p. pro. F. SAUQUET & Co.
D. MORRIS.

(COPY.)

LE HAVRE, 4*th August* 1893.

CERTIFICATE OF ORIGIN FOR SHIPMENTS TO RUSSIA.

The introduction by the Russian Government of a double tariff of Import Duties, coming into force, $\frac{\text{20th July}}{\text{1st August}}$, makes it necessary for goods coming from other countries than Germany, Austria-Hungary and Portugal to be accompanied by a Certificate of Origin.

On cotton the difference in duty is 15 per cent., making about 4-6 per cent. on the value of the article.

There must be a separate Certificate to each separate shipment (*i. e.*, to each Bill of Lading) the Certificate must be signed by the shipper and legalized by the Russian Consul at port of shipment.

In the case when the cotton is shipped by indirect steamer *via* Germany, Austria-Hungary or Portugal, the Certificate must be in the form of a legalized Invoice, containing following particulars or statements :

1. Origin of goods.
2. Description of goods.
3. Number of packages.
4. Marks and numbers
5. Weight of each package.
6. Gross and net weight.
7. Value.

When the cotton is shipped by direct steamer or indirect without touching any German or Austrian, &c., port, instead of Invoice a legalized Certificate of Origin will do, containing following statements :

1. Origin of goods.
2. Description of goods.
3. Number of packages.
4. Marks and number.
5. Gross and Net weight.

To avoid difficulties please see that the statements in Certificate or Invoice strictly conform to those contained in Bill of Lading.

BOMBAY CHAMBER OF COMMERCE, *24th August* 1893.

MESSRS. F. SAUQUET & Co.

DEAR SIRS,—With reference to your letter of 21st instant, with accompaniment regarding Certificates of Origin for goods shipped to Russian ports, I have to say that the Committee have received no official intimation on the subject, and they are, therefore, not in a position to reply to your enquiry as to what arrangements will be made in Bombay for legalising the Certificates required. Since addressing you last in the matter, however, a copy of the July number of the Board of Trade Journal has been received in the Chamber, containing the regulations with respect to these certificates. I send the paper herewith and would call your attention to rule 5 (page 32) from which it would appear that the Bill of Lading is sufficient proof of origin. Kindly return the paper when done with.—I am, &c.,

W. R. MACDONELL, *Chairman.*

APPENDIX S.

RAILWAY EXTENSION.

No. 924-R.C., dated 15th September 1893.

RESOLUTION—By the Government of India, Public Works Department.

TERMS ON WHICH THE GOVERNMENT OF INDIA ARE PREPARED TO CONSIDER OFFERS FOR THE CONSTRUCTION BY THE AGENCY OF PRIVATE COMPANIES OF BRANCH LINE OR EXTENSIONS OF EXISTING RAILWAYS TO BE WORKED, WHEN CONSTRUCTED, BY THE MAIN LINE ADMINISTRATIONS.

Read—

Government of India Circular Resolution No. 1366-R.C., dated 30th December 1892.

Observations.—His Excellency the Governor-General in Council has had under consideration the question of the extension of railways in India, and has determined to provide additional encouragement for the investment of private capital in the construction of branch lines and extensions of existing railways. It has been resolved, accordingly, to revise the concessions previously offered to persons willing to embark upon such undertakings, and to publish for general information the terms and conditions on which projects will be entertained.

2. The concessions offered are—

(1) the free use of land ;

(2) the provision of rolling stock and the maintenance and working of the new lines at favourable rates by the main line administrations ;

(3) the free use of surveys, etc., made at State expense ;

(4) the carriage of stores and materials over State lines at favourable rates ;

(5) the grant of a limited rebate from the main line earnings towards ensuring the proprietors of the new lines a dividend of 4 per cent. per annum on the approved capital expenditure.

3. In addition to the above, if it can be legally arranged, authority will be given to charge to the capital account of the branch railway during construction and until the close of the half-year next following the half-year in which the branch railway may be fully opened for traffic such sum as, together with any net receipts from working, will suffice to pay interest at the rate of 4 per cent. per annum on the paid-

up capital. The payment of interest out of capital as a part of the constitution of a company cannot, however, at present be recognised except under parliamentary sanction. The question of applying to Parliament for power to enable the Secretary of State for India in Council to recognise such payments in respect to Indian undertakings is under consideration.

4. It is not the intention of the Government of India to grant in every case the *maximum* concessions mentioned in this Resolution. Each project presented will be separately examined, and will be treated on its merits. No concession will be given for any project unless it is shown to possess reasonable prospects of financial success. His Excellency the Governor-General in Council deems it essential to insist in all cases in view of the extent to which the new lines will he subsidised at the cost of State revenues, and in order to secure a proper return for that expenditure, that the new lines shall be worked as if they were part and parcel of the main line undertakings, and in a manner that will give the public the benefit of cheap transport over them, and at the same time attract new traffic to the main lines. For that purpose ultimate control over the rates and fares charged for the carriage over the new lines of passengers and goods will be retained in the hands of the Government.

5. The Government of India are prepared to undertake the construction by its Department of Public Works of branch lines or extensions of existing railways on behalf of persons who may have provided the necessary capital.

6. Applications for concessions to construct branch lines or extensions under the terms of this Resolution should be submitted in the form prescribed by Memorandum (A) hereto attached, to the address of the Secretary to Government of India, Public Works Department.

RESOLUTION.—Proposals for the construction of branch lines or extensions of existing railways made by persons who satisfy the Government that they are in a position to command substantial financial support, will be considered on the undermentioned terms and conditions, *viz.*:

(1) The proposed railway (hereinafter called 'the branch railway') must be built in accordance with the fixed and moving dimensions for the time being prescribed by the Governor General in Council, and on plans and estimates that have been approved by that authority.

(2) The extent and details of the concessions to be granted in each case will be settled by agreement.

Lines to be connected with State Railways.

The following terms will apply to projects for the construction of branch railways to be connected with State railways :—

(3) Access will be given, on application and free of charge, to all information, plans, or estimates in the possession of Government that relate to railways, whose construction the

Government is prepared to entrust to companies ; but no responsibility will be accepted by Government for the accuracy of any information, plan, or estimate thus made available.

(4) The use of such land as is necessary, in the opinion of the Government of India, for the construction of the branch railway and for the stations, station yards, offices, warehouses, houses for employes, conveniences, and works necessary or proper for the purposes of the railway, as well as for quarrying ballast, brick-fields, and kindred purposes, will be provided by Government free of charge.

(5) The branch railway will be maintained and worked by the main line administration during the full currency of the contract to be entered into for the purpose at a fixed ratio of expenses to earnings in each half-year. The ratio will, when the branch railway is of the same gauge as that of the working railway, usually be that obtaining on the whole system, including the branch railway, and will not ordinarily exceed 50 per cent. of the gross earnings of the branch from all sources, and will be inclusive of charges for the use of the main line rolling-stock. Charges for Home Board direction of the branch railway will be excluded from the arrangement, and will have to be defrayed out of the share of the earnings pertaining to the branch railway.

(6) Railway materials for the branch railway will be carried over State lines at the special rates prescribed for such materials belonging to State railways.

(7) A return will be made to the branch line by the main line of such a sum from the traffic interchanged with it as shall out of the gross earnings of the main line, together with the branch company's share of branch earnings, be sufficient to give the branch company a dividend of 4 per cent. per annum on the actual expenditure charged in the capital account of the branch railway company, as entered in the company's books in India ; provided always that the return so made to the branch company shall in no case exceed 10 per. cent of the gross earnings of the main line from traffic interchanged between the main and branch lines. This rebate will be granted from the first earning of revenue by the branch line, such payment being calculated at the close of the 'calender' year, payments on account, however, subject to adjustment, being permissible at the close of the first-half of each year.

(8) Funds for the execution of new works—properly chargeable to capital—found necessary after the branch railway has been opened to traffic shall be provided by the branch railway company. Such works and their cost must be agreed upon between the branch railway company and the main line administration before they are put in hand. In the event of any difference of opinion arising between the branch

line and the main line administration as to the necessity for and the cost of any new work, the matter will be referred to the Director General of Railways as arbitrator, and his decision shall be final.

(9) Rates and fares upon the branch railway shall be within the limits of the schedule of maximum and minimum rates that may be from time to time authorised by Government for the main line, and shall be controlled by the main line administration. Ordinarily, the rates and fares charged on the branch railway shall be not more than the highest nor less than the lowest mileage rates charged for the time being for similar traffic on the main line. Deviations outside of these mileage rate limits will not be permissible except with the special sanction of Government in each case.

(10) Government will have the right on giving twelve months' notice to purchase the branch railway either—

(*i*) at the expiration of 21 years from the date of opening to traffic of the branch railway, and thereafter at successive intervals of 10 years, at 25 years' purchase, based on the average net earnings of the branch for the five years immediately preceding the purchase, provided that the price shall not in any case exceed the total capital expenditure by more than 20 per cent., and shall not be less than the capital expenditure ; or

(*ii*) at the expiration of 50 years from the date of opening to traffic of the branch railway on payment of the actual capital expenditure.

(11) Electric telegraphs and telegraphic appliances will be supplied and maintained by the Government of India: the charges for rent, maintenance and inspection of telegraphic works and appliances will be included in the working expenses. Free passes shall be granted over the branch railway for persons employed by the Government of India on the construction, maintenance, working, and inspection of the telegraphs.

(12) The rates and arrangement in force on State railways in the matter of services rendered to the Postal Department, to the Military, Police, and other Departments of the State, and to high Government officials shall be applicable to the branch railway.

(13) The general character of the supervision and control that will be exercised by the Government of India over the branch railway, apart from the provisions of the Railway Acts and the preceding provisions of this Resolution, is indicated in the following paragraphs :

(*i*) The route of the line and the situation of the stations and other similar details, will be determined by the Government of India.

The line, while under construction, shall be inspected when and so often as an Inspecting Officer appointed for that purpose by the Government of India shall consider desirable with a view to ensure the construction of the line up to the standard agreed on.

(*ii*) The branch railway company, if required, shall keep capital accounts and statistics in forms approved by the Secretary of State, and shall render, free of cost, all accounts and statistics required by Government. The accounts and books will be subject to audit on behalf of Government.

(*iii*) No capital expenditure by the branch railway company will be allowed as between the Secretary of State and the company unless the prior sanction of the Secretary of State has been obtained.

(*iv*) The company shall have no power to increase its share or stock capital without the sanction of the Secretary of State, or to borrow money except within a fixed limit and on specified conditions.

Lines to be connected with Railways belonging to, or worked by Guaranteed or Assisted Companies.

As regards branch railways connecting with railways belonging or leased to Guaranteed or Assisted Companies :

(14) Land necessary, in the opinion of the Government of India, for the purposes of the railway will be provided by Government free of charge as indicated in para. (4) above.

(15) The terms under which the branch railway will be maintained and worked by the main line administration will be subject in each case to agreement between the main line and branch line companies and to the approval of Government. The Government will endeavour to obtain for the branch railway company terms approximating to those that would be granted under the terms of this Resolution if the branch railway were connected with a State Railway.

(16) Other relevant concessions and stipulations contemplated by this Resolution in the case of branch railways connecting with State Railways will be applied.

Alternative terms and surveys.

2. The Government of India will be prepared to consider proposals for working branch lines on terms other than the above which may be put forward by promoters.

3. If, after consideration of the question on its merits, it be decided that the gauge of any branch line shall be different from that of the main line, the question of the ratio of expenses to earnings at

which the branch shall be worked will be subject to arrangement in each case, but in such cases the branch line must be fully supplied with necessary rolling-stock and workshops by the branch railway company.

When application is made for permission to construct a branch line which the Government is inclined to entrust to a Company on a route which has not been surveyed, the survey will, if so desired, be carried out by the Public Works Department of the Government of India on the applicants undertaking to pay the cost of such survey and depositing the estimated amount thereof on the understanding that, if permission is eventually given for the construction of the line, the actual cost of the survey may be included in the capital cost of the undertaking.

4. Applications for permission to survey for the construction of a branch line should be submitted to the address of the Secretary to Government of India, Public Works Department, in the form prescribed by memorandum B hereto attached.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab.
The Chief Commissioners of the Central Provinces, Burma, and Assam.
The Residents at Hyderabad and in Mysore.
The Agents to the Governor General in Central India, Rajputana and Baluchistan.
The Accountant General, Public Works Department.
The Director General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, Central Division and Assam.

ORDER.—Ordered that this Resolution be communicated to Local Governments and Administrations and to the officers marginally noted for information, and to the Department of Finance and Commerce; also that it be published in the *Gazette of India* for general information.

Enclosure No. 1 *(with Annexures) to Government of India Resolution No.* 924-*R. C. of* 1893.

MEMORANDUM A.

FOR THE GUIDANCE OF PERSONS OR SYNDICATES DESIROUS OF SUBMITTING PROPOSALS FOR THE CONSTRUCTION OF RAILWAYS IN INDIA.

1. All applications for leave to construct a railway in any part of British India are to be addressed to the Secretary to the Government of India, Public Works Department.

2. All such applications shall be printed, and shall be drawn up, as far as may be, in form A attached hereto, and shall specify—

(*a*) the company, person, or persons by whom the application is preferred; the proposed amount of capital, the number of shares, and the amount of each share;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the railway is intended to be constructed, as well as the names of each civil division and district to be traversed by the proposed alignment;

(*c*) the length, so far as known, of the proposed railway;

(*d*) the gauge, the weight of rails, &c.;

(*e*) the motive power to be employed;

(*f*) the maximum tolls, rates, and fares proposed to be charged on the projected railway;

(*g*) the proposals for working the railway when constructed; and if any agreement is under contemplation, or has been provisionally arranged with any existing Railway Administration under which the proposed line, when constructed, is to be leased out for working by such Railway Administration the exact nature and terms of such agreement;

(*h*) any further information that may be required to enable Government to thoroughly understand the scope of the proposals.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed railway delineated thereon, so as to show its general course and direction and also by an estimate as correct as may be of the works proposed to be authorised.

4. When the applicants draw up their own detailed plans and estimates, these documents are invariably to be prepared in strict accordance with the rules for the preparation of railway projects issued under the authority of the Government of India of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutta.

5. List of all routes in British India along which new lines of railway have at any time been proposed and which have for railway purposes been either reconnoitred or surveyed, may be had on application to the Superintendent of Government Printing, Calcutta, on payment of a fee of Rs. 5.

6. Upon written application to the Director General of Railways, permission will also be accorded to inspect at all reasonable hours the detailed plans, sections, and estimates at the disposal of Government in regard to any particular route already surveyed, provided that they relate to railways the construction of which the Government is prepared to entrust to companies; and copies of such plans, sections and estimates will be furnished on payment of the cost of copying.

7. But in regard to all such information, statistics, plans, sections, or estimates which may be furnished, it is to be recognized that the information thus offered to any person interested in the matter is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

FORM A.

To accompany all applications for leave to construct railways to any part of British India.

	Nature of particulars to be specified.	Particulars.
1	The name of the company, person, or persons by whom the application is preferred; the proposed amount of capital, the number of shares, and the amount of each share.	
2	The termini, together with the names of all the principal towns from, in, through, or into, or near which the railway is intended to be constructed.	*Reference to an Appendix* (vide *Appendix A.*) *may be here given if necessary.*
3	The length, as far as known, of the proposed railway.	
4	The gauge proposed and weight of rails, &c.	
5	The motive power to be employed.	
6	The maximum tolls, rates, and fares intended to be charged on the proposed railway.	*Reference to an Appendix* (vide *Appendix B.*) *may be here given if necessary.*
7	Details of any agreement which may have been provisionally arranged, or which it is desired to enter into, under which the proposed line, when constructed, is to be leased out for working to any existing Railway Administration.	*Reference to an Appendix* (vide *Appendix C.*) *may be here given if necessary.*
8	Any further information that may be required to enable the Government of India to thoroughly understand the scope of the proposals.	

APPENDIX A.

Alignment of proposed railway.

Termini of main line of proposed railway_____and_____

Branches—(1) From_____on the main line to_____

(2) From_____on the main line to_____

Principal towns and districts or provinces through which the projected railway will pass—

	Towns.	Districts or Provinces.
Main line		
Branch No. 1		
Branch No. 2		

APPENDIX B.

Schedule of maxima and minima rates and fares intended to be charged on the proposed railway.

	Maximum. Pies per mile.	Minimum Pies per mile.
Passenger Fares—		
1st class	.....	.....
2nd class	.....	.....
Intermediate class	.....	.....
3rd or lowest class	.....	.....
	Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
Luggage	.....	.....
	Maximum. Pies per mile.	Minimum. Pies per mile.
Carriages—		
Single carriages	.....	.....
	Maximum. Pies per truck.	Minimum. Pies per truck.
Two or more carriages on one truck	.....	.....
	Maximum. Pies per mile.	Minimum. Pies per mile.
Horses—		
Single horse	.....	.....
	Maximum. Pies per 50 miles or portion thereof.	Minimum. Pies per 50 miles or portion thereof.
Dogs—		
Each	.....	.....
	First 100 miles.	Every additional 100 miles.
	Annas.	Annas.
Parcels—		
Not exceeding 5 seers or 1 cubic foot...	.....	.....
„ „ 10 „ 2 cubic feet...	.....	.....
„ „ 20 „ 4 „ ...	.....	.....
„ „ 30 „ 6 „ ...	.....	.....
„ „ 40 „ 8 „ ...	.....	.....
For every additional 10 seers or 2 cubic feet, or portion of 10 seers or 2 cubic feet ...	.....	.....
	Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
Goods rates—		
5th class	.....	.....
4th „	.....	.....
3rd „	.....	.....
2nd „	.....	.....
1st „	.....	.....
Coal, edible grain, and other low-priced staples to be carried at special rates	.....	.....

APPENDIX C.

Working of proposed Railway.

No agreement has yet been arranged with any existing Railway Administration under which the projected railway is to be worked, but, when completed, it is proposed to offer the working to the _____ Railway Company on the following terms :

(*i*)_____

(*ii*)_____

(*iii*), &c._____

Or,

It has been provisionally arranged with the _____Railway Company to work the projected railway, when completed, on the following terms :

(*i*)_____

(*ii*)_____

(*iii*), &c._____

Enclosure No. 2 to Government of India Resolution No. 924-R.C. of 1893.

MEMORANDUM B.

FOR THE GUIDANCE OF PERSONS OR SYNDICATES DESIROUS OF OBTAINING AUTHORITY TO CARRY OUT SURVEYS FOR LINES OF RAILWAY IN INDIA.

1. All applications for leave to survey proposed railway routes in any part of British India are to be addressed to the Secretary to the Government of India, Public Works Department.

2. All such applications shall specify—

(*a*) the company, person, or syndicate by whom the application is preferred ;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the survey is intended to be carried, as well as the names of each civil division and district to be traversed by the proposed alignment ;

(*c*) the length, so far as known, of the proposed railway ;

(*d*) the gauge and the motive power to be employed ;

(*e*) the intentions of the applicants as to the working of the railway when constructed. If it is intended that the working shall be leased to any existing railway administration, the nature of the contemplated agreement shall be specified.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed survey delineated thereon, so as to show its general course and direction.

4. If the detailed plans and estimates are submitted to Government, these documents are invariably to be prepared in strict accordance with the rules for the preparation of railway projects issued under the authority of the Government of India, of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutta.

5 List of all routes in British India along which new lines of railway have at any time been proposed, and which have for railway purposes been either reconnoitred or surveyed, may be had on application to the Superintendent of Government Printing, Calcutta, on payment of a fee of Rs. 5.

6. Upon written application to the Director General of Railways, permission will also be accorded to inspect at all reasonable hours the detailed plans, sections, and estimates at the disposal of Government in regard to any particular route already surveyed, provided that they relate to railways the construction of which the Government is prepared to entrust to companies ; and copies of such plans, sections and estimates will be furnished on payment of the cost of copying.

7. But in regard to all such information, statistics, plans, sections, or estimates which may be furnished, it is to be recognized that the information, thus offered to any person interested in the matter is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

F. L. O'CALLAGHAN,
Secretary to the Government of India."

APPENDIX T.

RICE TRAFFIC ON THE BENGAL-NAGPORE RAILWAY.

No. $\frac{26269}{25746}$

The SECRETARY, BOMBAY CHAMBER of COMMERCE.

NAGPUR, 26*th October* 1893.

DEAR SIR,—There is an enormous cultivation of rice over the country that this Railway runs, both in the Central Provinces and Bengal, and although we had one of the finest crops of recent years last season, our receipts on the last half-year show a decrease over the previous corresponding half year of 1892. The reason for this may be due to the scarcity that occurred in Madras in 1892.

It is a great pity that no market is apparently open for this large amount of surplus grain now in the country, especially as there is every prospect of another fine crop this season. If you could oblige us with any statistics on the consumption of rice, the prices that have obtained, the amount imported or exported, the destinations of the same, it would help us to determine whether we could help the trade by altering the Railway rates to the mutual advantage of all.—I am, &c.,

A. GRAVES,
Traffic Manager.

BOMBAY CHAMBER OF COMMERCE, 6*th November* 1893.

THE TRAFFIC MANAGER, BENGAL-NAGPORE RAILWAY, NAGPORE.

DEAR SIR,—I have the honor to acknowledge the receipt of your letter No. $\frac{26269}{25746}$ of the 26th ultimo, on the subject of the rice traffic over your railway.

In reply to your various enquiries, I beg to inform you that the Chamber has no statistics at its disposal regarding the consumption of rice; but with respect to the imports and exports I send you the accompanying statements showing (*a*) the receipts into Bombay by rail and sea during the official years 1891-92 and 1892-93, and (*b*) the quantity exported during the same periods, the destination in each case being also given. As to prices in Bombay, the Committee learn, on enquiry, that good Ballum rice (Bengal) is now valued at Rs. 9 per bag, Ruri (inferior Bengal) at Rs. 7-8, Burmah Rs. 7 and Nagpore Rs. 6-12 to Rs. 7. per bag. Burma rice is most akin in quality to that

grown in Nagpore, but being much cleaner is more valued, and has lately ousted Nagpore rice from the market. Burmah rice, however, has lately gone up in price, and on this account it is probable that the imports from Nagpore will again increase, unless Ballum rice from Bengal falls in value. The latter quality is preferred by consumers, but it has been so expensive of late that merchants have dealt mainly in Nagpore and Burmah rice. For your information I may add that the rate of freight for the article from Burmah to Bombay is Rs. 7 per ton of 20 cwts., or 13½ bags.—I am, &c.,

W. R. MACDONELL, *Chairman.*

STATEMENT showing the Imports of Rice into Bombay during the official years 1891-92 *and* 1892-93.

From	1892-93.	1891-92.
AS PER CUSTOM'S ANNUAL TRADE AND NAVIGATION REPORT.		
(BY SEA.)	Cwts.	Cwts.
Bengal Presidency	6,03,158	11,43,783
Madras do.	26,493	86,253
British Burmah	3,29,516	1,40,696
British Ports within the Presidency	5,77,367	4,49,442
Other Places	15,029	15,971
Total...	15,51,563	18,36,145
AS PER RAIL-BORNE TRADE RETURNS.		
(BY RAIL.)		
Central Provinces	9,85,587	6,52,642
Other places	35,182	22,948
Total...	10,20,769	6,75,590
Grand Total...	25,72,332	25,11,735

Quantity of Rice booked through by the Bengal-Nagpore Railway *via* Nagpore for Bombay, from 1st January to 30th June 1893.
As per Chamber's Returns.....6,83,775 cwts.

STATEMENT showing the Exports of Rice from Bombay during the official years 1891-92 *and* 1892-93.

TO	1892-93	1891-92
AS PER CUSTOM'S ANNUAL TRADE AND NAVIGATION REPORT.		
(BY SEA)		
(Indian Ports).	Cwts.	Cwts.
Madras Presidency	81,518	33,099
British Ports within the Presidency	1,53,745	1,66,733
Kathyawar	2,85,394	2,35,719
Goa	11,693	44,100
Cutch	27,837	29,646
Sind	15,545	16,369
Other Places	2,893	5,697
(Foreign Countries).		
Africa	2,41,456	1,85,403
Mauritius	24,999	12,238
Aden	42,284	21,541
Arabia	2,51,821	2,13,356
Ceylon	20,712	8,941
Persian Gulf and Mekron	1,08,168	1,20,697
Other Places	26,584	35,567
Total.....	12,94,649	11,29,111
AS PER RAIL-BORNE TRADE RETURN.		
(BY RAIL.)		
Ports within the Presidency	34,703	1,01,155
Other Places	2,501	19,858
Total.....	37,204	1,21,013
Grand Total.....	13,31,853	12,50,124

APPENDIX U.

ESTABLISHMENT OF MARKETS AT STATIONS ON THE INDIAN MIDLAND RAILWAY.

No. 7527

INDIAN MIDLAND RAILWAY.

GENERAL TRAFFIC MANAGER'S OFFICE,

JHANSI, *9th December* 1893.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I have the pleasure to inform you that the local Government Officers have made arrangements for the establishment of markets close to the Railway Stations at Jhansi, Banda, Tina and Khorai, on this Railway which will be free of all Octroi charges, and worked on the same plan as the Free Gunj created a year or two ago at Saugor.

These markets are for export produce, particularly in Wheat and Oil-seeds, and I beg to bring to your notice the advantage these offer for extended trade.—I have, &c.,

W. B. WRIGHT,
General Traffic Manager.

BOMBAY CHAMBER of COMMERCE, *14th December* 1893.

THE GENERAL TRAFFIC MANAGER, Indian Midland Railway, Jhansi.

DEAR SIR,—I am directed to acknowledge the receipt of your letter No. 7527 of the 9th instant, and to thank you for the information therein contained. To bring the matter properly before the commercial public, I am, by direction of the Committee, getting your letter published in the local papers.—I am, &c.,

JOHN MARSHALL, *Secretary.*

APPENDIX V.

DISCONTINUANCE OF THE PRACTICE OF DEFACING POSTAGE LABELS.

No. 1641.

From the DIRECTOR GENERAL of the POST OFFICE of INDIA,

To the Chairman, BOMBAY CHAMBER of COMMERCE, Bombay.

CALCUTTA, 4*th May* 1893.

SIR,—I am desired to forward for your information a Memorandum recorded by the Director-General on the subject of the discontinuance of the practice of defacing postage labels by means of rubber stamps or by writing or marks, and to request that you will favour him with an expression of your views on the subject.—I have, &c.,

E. J. HYNES, Dy. Director-General.

MEMORANDUM.

OFFICE of the DIRECTOR-GENERAL of the POST OFFICE of INDIA.

CALCUTTA, 3*rd May* 1893.

For many years past the public in this country have been allowed to deface postage labels on letters or other articles before they are posted, by marking them with a pen or writing upon them, and at one time this practice may be said to have been encouraged by the Post Office.

2. This has led, by a natural extension, to the use of rubber stamps by certain sections of the public for the same purpose, and in some cases to the printing of names or initial letters upon postage labels. The former practice has been hitherto recognized by the Post Office, but the use of printing has always been discountenanced whenever a reference on the subject has been made to the Director-General, as tending to render it more difficult for postal officials to maintain a proper check against the employment of previously used labels for paying postage.

3. This use of rubber stamps has largely increased of late, and the practical results of the action on the part of the public in defacing postage labels has been made the subject of a special enquiry. Hundreds of covers with the postage labels defaced by means of rubber stamps have been collected from all parts of the country, and an examination of these covers and the reports on the case have shown conclusively that the present practice of using rubber stamps constitutes a very serious interference with the work of the Post Office. These stamps are of various kinds, but in the great majority of cases they consist of a circular or oval border with the name of a firm running round it, and the place of business or other information, extending at times to a number of closely packed words, occupying the centre, while occasionally the date, or a coat-of-arms or other design (in one instance a railway engine) is added. The ink most commonly in vogue is of a violet colour, but red and black ink are also used, the last-named colour being open to special objections. The impressions as a general rule are heavy, they have a tendency to become smudged as they fall across the damp postage labels, and they occupy so much of the surface of these labels that the process of examining the latter with a view to see whether they have been previously used is seriously retarded, especially at night-time, and in many instances rendered quite impossible. The effect of this has been to induce neglect of an important check against frauds on postal revenue ; within the last year several cases have been discovered in which the fraudulent employment of previously used postage labels had been attempted under cover of the impressions of rubber stamps, and there is reason to believe that other cases of a similar kind have escaped notice. It has also to be said that postal enquiries are frequently defeated because post-marks are found to be absolutely undecipherable owing to the existence of these rubber stamp impressions. It seems quite clear, therefore, that the use of rubber stamps for the purpose of defacing postage labels cannot be allowed to continue.

4. The further question has then to be considered whether the practice of marking postage labels with a pen or of writing upon them may still remain in force. The mere stroke of a pen across a postage label or the writing of a date in figures may not constitute any real interference with the check to be exercised by postal officials; but if marking or writing is to be permitted at all, it is a matter of practical difficulty to fix any limits as to the extent to which it may be carried, especially when it is remembered that the Post Office is used by every class of the community. The late enquiry has shown that in some number of cases marking with a pen extends to the covering of the whole surface of a postage label with a checker-work in ink, that the words "stamped" and "paid" can be written, (in one instance the latter word had been written three times over on the same stamp), so as to almost obliterate a postage label, and that initials and dates can grow, especially in the case of Natives of the country, into long entries. The marking of postage labels is, of course, no complete protection against their removal, as a marked label can be used on another letter with impunity so far as the Post Office is concerned, but it is probable that it operates to some extent as a check against petty thefts by servants and others, as when labels have once been marked they will

not command, it may be thought, so ready a sale as unmarked ones, at any rate, among honest people, though we have had experience of their being publicly sold.

5. One other matter should perhaps be referred to. The adhesive property of the gum on postage labels of certain denominations received from England a few years back, was undoubtedly defective though it is hoped that this is now becoming a thing of the past, and there seems to be a belief abroad that making a mark across postage labels after they have been affixed to a cover may prevent the person addressed from being charged with double postage should the labels become detached. No doubt, in cases in which it could be clearly shown that the postage labels had come off in transit after a letter or other article had been accepted as prepaid at the office of posting, the charge for postage due would not be made or would be refunded on a representation of the facts. But the proof to be looked to would not be the marks made by the sender, but by the obliterator at the office where the article was posted. Experience, however, has shown that even in the past these cases have been exceedingly few, and it is believed that this point is not of any real importance in deciding the present question.

6. In the interests of the Post Office it is desirable that the system of marking labels should be altogether given up. The universal rule in other countries appears to be, not to recognize in payment of postage any postage label that has been marked in any way before the letter or other article to which it may be affixed was posted, and the difficulty of finding any safe grounds short of this position, has already been dwelt upon. If the system should be given up, it will be possible to introduce the principle of a unified stamp, with its undoubted advantages both to Government and the public, for revenue purposes as well as postal purposes. The matter, however, requires the fullest consideration. The Post Office in India has always endeavoured to adapt its rules, so far as this can fairly be done, to the special conditions of this country, and the views of the Chambers of Commerce and other public bodies should be obtained on the subject, so that every argument as to the public convenience in the matter shall receive full attention. If marking by the public should be prohibited, perforation would be allowed as in the case of the rules of the United Kingdom and other countries.

7. It should be added that if it should be decided to put a stop to the practice of marking postage labels, as well as to the use of rubber stamps for defacing them, the fullest publicity will be given to the orders to be issued and a reasonable period allowed before they are brought into force so that inconvenience may as far as possible be prevented. It will also be provided that the orders should be enforced at first with great discretion.

8. The statement below shows the extent to which the use of rubber stamps and the practice of marking postage labels, is carried at certain selected places and will be found of interest. It is founded on an actual examination of all the articles posted at the places named for a

period of a week. It may be said, generally, that the practice of marking postage labels is much more common among Europeans than among Natives of the country, though it has to be remembered that the latter chiefly use post-cards and embossed envelopes for their correspondence, with regard to which the question of marking does not arise—

NAMES OF OFFICES.	Percentage of covers with labels deface by rubber stamps.	Percentage of covers with labels defaced otherwise than by rubber stamps.	Total percentage of covers with defaced labels.	Percentage of covers with undefaced labels.
Calcutta...	18·3	13·6	31·9	68·1
Howrah	8·9	34·7	43·6	56·4
Darjeeling	6·4	34·5	40·9	59·1
Arrah	5·7	25·5	31·2	68·8
Dinnapore				
Gaya				
Mozafferpore				
Madras...	33·6	16·3	49·9	50·1
Bangalore	1·4	8·4	9·8	90·2
Ootacamund	8·7	20·2	28·9	71·1
Hyderabad	4·8	0·9	5·7	94·3
Ahmedabad	1·16	1·50	2·66	97·34
Bombay	20·96	15·40	36·36	63·64
Poona	4·01	49·57	53·58	46·42
Surat	0·03	4·43	4·46	95·54
Baroda	0·41	1·38	1·79	98·21
Allahabad	5·12	6·04	11·16	88·84
Cawnpore	11·16	4·84	16·00	84·00
Naini Tal	21·66	55·05	76·71	23·29
Simla	20·37	18·63	39·00	61·00
Delhi	5·16	4·01	9·17	90·83

BOMBAY CHAMBER of COMMERCE, 16*th May* 1893.

The DIRECTOR-GENERAL of the POST OFFICE of INDIA, Calcutta.

SIR,—I have laid before the Committee of the Chamber of Commerce your letter No. 1641 of the 4th instant, accompanied by a Memorandum on the subject of the discontin-

nance of the practice of defacing postage labels by means of rubber stamps, or by writing, or marks, respecting which you request the opinion of this Chamber.

2. In reply, I am directed to inform you that the Commitee are quite at one with the views expressed in your memorandum as to the undesirability of permitting the continuance of the existing practice of defacing postage labels by rubber stamps or marks, which is evidently fraught with danger both to the revenue of the department and the outside public. They would, however, recommend that in event of the aforesaid modes of defacement being prohibited, perforation of stamps with initials of firms or traders, in the mode generally adopted in England, should be permitted, as a means of preventing pilfering or the wrongful use of stamps whilst in the custody of the public.—I have, &c.,

JOHN MARSHALL, *Secretary.*

APPENDIX W.

INTRODUCTION OF POSTAGE STAMPS OF HIGHER VALUE.

No. $\frac{310\ C.}{S.\ 3\ No.\ 42.}$

From the DIRECTOR-GENERAL of the POST OFFICE OF INDIA.

To the SECRETARY, BOMBAY CHAMBER of COMMERCE, BOMBAY.

SIMLA, 17*th August* 1893.

SIR,—With reference to your letter of the 21st December last, regarding the introduction of postage stamps of a higher value than Re. 1, the highest denomination at present, I have the honor to inform you that in January 1893 the proposal of the Bombay Chamber was referred to the Bengal and Madras Chambers of Commerce for their opinion. The Madras Chamber replied at once supporting your recommendation, though the need for higher value stamps was said not to have been felt in that city, and in June last I received a similar recommendation from the Bengal Chamber, who had the matter under very careful enquiry.

2. I have now recommended to Government the introduction of postage stamps of the value Rs. 2,3,and 5, and Messrs. De La Rue & Co., the printers of our stamps, have been requested to send out for approval designs for the new stamps.—I have, &c.,

A. U. FANSHAWE,
Director-General of Post Office.

BOMBAY CHAMBER of COMMERCE, 24*th August* 1893.

THE DIRECTOR-GENERAL of the POST-OFFICE of INDIA, Simla.

SIR,—I have the honor to acknowledge the receipt of your letter No. $\frac{310\ c}{S3\ No.\ 42}$ of the 17th instant, and to convey to you the thanks of the Committee of the Chamber of Commerce for so kindly supporting their suggestion with respect to the introduction of postage stamps of a higher value than Re. 1. The Committee note that you have recommended the issue of stamps of the value of Rs. 2, Rs. 3, and Rs. 5, respectively, and they trust that this proposal will meet with the approval of Government.—I have, &c.,

W. R. MACDONELL, *Chairman.*

APPENDIX X.

SYSTEM OF PAYMENT BY CASH DEPOSITS FOR TELEGRAMS.

BOMBAY CHAMBER of COMMERCE, *September 29th*, 1893.

The DIRECTOR-GENERAL of TELEGRAPHS, Simla.

SIR,—I have the honor to address you on the subject of the present system of payment for Indian and Foreign telegrams.

2. The Committee of the Chamber of Commerce have had the matter under consideration, and they are of opinion that it would be a great convenience to the mercantile community in Bombay if some arrangement could be made which would enable firms to pay for the cost of such messages at periodical intervals instead of, as at present having to tender cash, or stamps, for each message despatched.

3. In the case of firms who have to send off numerous telegrams daily, the disadvantages of the cash system are sufficiently obvious.

4. The system of tendering stamps in lieu of cash is undoubtedly a great improvement on the cash system, as it tends to prevent the grosser forms of fraud, there being less inducement to steal telegraph stamps than cash. Stamps, however, are liable to get torn or defaced by accident, and in that condition might be refused by the Telegraph Department with the result of causing delay in the despatch of messages and actual loss to the holders of the stamps. Also, the risk of petty pilfering is not entirely obviated even by the use of stamps.

5. The Committee would suggest for your consideration whether a system of payment by cash deposit might not be arranged. From the merchant's point of view, it would have the merit of ensuring security, simplicity, and des-

patch. The system might be tried on a small experimental scale first, and, with that object in view, a considerable deposit, say Rs. 2,500, might be demanded, and if it was found to work well the amount of the deposit might be reduced. The Committee do not profess to say what would be the best way of arranging the details of the scheme, but it occurs to them that a convenient way of working it would be to adopt the pass-book system from the Banks. Each firm who desired to avail of the privilege would have a pass-book in which the deposits would be entered, and this book would be presented with each message. Stamps would be affixed by the receiving clerk and a receipt given as at present, while the cost of the message would be entered in the pass-book. The state of the account would be seen at a glance by the Telegraph Department and the firm concerned, and when the deposit had run down, the firm would have to bring it up to the standard amount.

6. The Committee understand that the deposit system is in force at home with some of the Telegraph Companies.

7. If there are difficulties in the way of adopting the above system to Inland telegrams, the Committee would respectfully suggest that it should be applied at any rate to Foreign telegrams, as being the most expensive.

8. I am accordingly to solicit the favour of an expression of your views on the proposal submitted and to say that any suggestions you might desire to offer in the matter would be much appreciated by the Committee.—I have, &c.

W. R. MACDONELL, *Chairman.*

No. 3842 T.

From The DIRECTOR GENERAL of TELEGRAPHS.

To the Hon'ble Mr. W. R. MACDONELL, Chairman to the CHAMBER of COMMERCE, Bombay.

SIMLA, 13*th October* 1893.

SIR,—With reference to your letter, dated the 29th of September 1893, on the subject of the present system of payment for Indian and Foreign Telegrams, I have the honor to inform you that the question shall receive my most careful attention, and that I hope to address you again shortly.—I have, &c.,

W. R. BROOKE,
Director-General of Telegraphs.

No. 4725 T.

From the DIRECTOR GENERAL of TELEGRAPHS.

To the HONORABLE MR. W. R. MACDONELL, CHAIRMAN of the CHAMBER of COMMERCE, Bombay.

CALCUTTA, 23*rd November* 1893.

SIR,—In continuation of my letter No. 3842 T., dated 13th of October 1893, on the subject of the introduction of a system of payment by cash deposits for messages, instead of the practice now obtaining throughout India, both with regard to messages sent by the State, and by the public, of payment for each message as despatched, I have the honor to intimate that, after a very careful consideration of the proposed system, I find it unsuitable to the conditions of, and agency now employed in, the Telegraph Offices of India.

2. The proposed system by introducing a new class of messages, messages which would have to be dealt with differently by the receiving clerk from any now tendered, would lead to delays in booking, or in other words, it would cause delays in messages reaching the instrument table for transmission. The system would also throw on the Telegraph Department a very large money responsibility in connection with the safe custody of numerous deposits throughout India, for, as the Chamber have no doubt foreseen, a system of this nature, if introduced at all, must be introduced generally. The amount of account keeping entailed on the Telegraph Department by the proposed system must be considerable, and, in some cases at least, this account keeping would necessitate extra establishment being employed in the Telegraph Offices.

3. I regret that, looking to all the above, I am unable to accept the suggestion of the Chamber. As messages have to be paid for, a certain amount of work and responsibility is inseparable from such payments. I believe it to be in every way more to the interests of the public generally, and to the State, to distribute this work and responsibility, as at present, rather than to transfer much of it to the Telegraph Offices of India.

4 I may mention that, in the one instance I have been able to trace, in the past, of a deposit account being kept, for a Secretariat, the system was abruptly brought to an end by the deposit being embezzled by the cashier.—I have, &c.,

W. R. BROOKE,
Director-General of Telegraphs.

BOMBAY CHAMBER of COMMERCE, 6*th December* 1893.

The Secretary, CHAMBER of COMMERCE, Calcutta, Madras, Cawnpore, Kurrachee, and Rangoon.

DEAR SIR,—The Committee of this Chamber recently addressed the Director-General of Telegraphs suggesting the adoption of a system of deposits against cost of tele-

grams, for the purpose of ensuring greater despatch and preventing peculation or fraud in connection with disbursements for the despatch of messages. Admitting that stamps were a considerable improvement on the old system of cash payment, they still considered that, by the Telegraph authorities receiving deposits against which the cost of messages could simply be written off, as received, still greater safety would be ensured, and, probably some saving effected, in the delay attending the transmission of messages. The Eastern and other Telegraph Companies at home have, for some time past, adopted this system of cash deposits, and it has been found to work exceedingly well, both as a means of accelerating the despatch of messages and preventing fraud in connection with the cost of same.

2. The Director General of Telegraphs in India, however, seems averse to giving the proposed system a trial, as he considers that the additional book-keeping necessary would be more likely to retard than accelerate the transmission of messages, while it would in his opinion, also add to the cost of working the Department.

3. The Committee of this Chamber are not disposed to accept this reply as final, but before pushing the matter further are desirous of the views of your Chamber on the subject; and they would accordingly thank you to submit the suggestion for the consideration of your Committee, and the favor of a reply at your earliest convenience.—I am, &c.,

JOHN MARSHALL, *Secretary.*

UPPER INDIAN CHAMBER OF COMMERCE,

CAWNPORE, 14*th December* 1893.

The SECRETARY, CHAMBER OF COMMERCE, Bombay.

DEAR SIR,—I am directed to thank you for your letter of 6th instant. In the case of the chief seaboard cities, some such arrangement as that suggested by your Chamber would doubtless constitute a most desirable reform, but my Committee are of opinion that the proposed system would hardly be of material advantagge to, or applicable to, trade centres in this portion of the interior of India. Little direct business with Europe is carried on from up-country; the number of foreign telegrams despatched is consequently comparatively insignificant. Further, my Committee take it that the internal telegraph system works smoothly, no undue delay, as a rule, occurring in the receiving and forwarding of messages.—I have, &c.,

W. B. WISHART, *Secretary.*

MADRAS CHAMBER OF COMMERCE,
MADRAS, 18*th December* 1893.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—The Committee of this Chamber has had under its consideration your letter of the 6th instant, referring to a communication recently addressed by you to the Director-General of Telegraphs on the subject of the adoption of a system of deposits against cost of telegrams, for the purpose of ensuring greater despatch and preventing peculation.

In reply, I have to inform you that the Committee thinks that although the proposed system would doubtless prove convenient to large users of the wires, there is no apparent need for it in Madras, where the present system works well enough, and where very few would care to avail themselves of the new system, if introduced. The adoption of the proposed system would, no doubt, be a safeguard against peculation in stamps, but the Committee cannot see where the acceleration in the despatch of messages comes in, and is inclined to think that the objections of the Director-General are sound.—I remain, &c.,

J. A. BOYSON, *Chairman.*

KARACHI CHAMBER of COMMERCE, 23*rd December* 1893.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—In reply to your letter of the 6th instant, I have to inform you that at a meeting of the Managing Committee of this Chamber held yesterday the following Resolution was passed :—

"The Committee of the Chamber are of opinion that the system of deposits in the Telegraph Office for the cost of messages is a good one and it will certainly accelerate the despatch of messages if worked on an efficient basis by the Telegraph Department.

"The Committee will be pleased to support a representation on the subject, and would be glad to be placed in possession of the correspondence between the Director-General of Telegraphs and the Bombay Chamber of Commerce."—I am, &c.,

A CORY, *Secretary.*

CHAMBER of COMMERCE, RANGOON, 6*th January* 1894.

THE SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am in receipt of your favor of 6th ultimo, having reference to a proposal made to the Director-General of Telegraphs, regarding a system of deposits against cost of telegrams.

I am desired by the Committee of this Chamber to say that they will be glad to join in a further representation on the subject, when you have decided what form it is to take. I am, &c.,

ALEX D. WARREN, *Secretary.*

No. 41-93.

BENGAL CHAMBER of COMMERCE, CALCUTTA, 11*th January* 1894.

JOHN MARSHALL, Esq., SECRETARY, BOMBAY CHAMBER of COMMERCE, Bombay.

DEAR SIR,—The Committee have circulated to the Members of this Chamber your letter of the 6th December last, on the subject of deposits against the cost of telegrams, and I am to say that the result shows that the Chamber is divided in opinion as to the merits of the suggestion, but that the majority appear to be in its favour.—I am, &c.,

S. E. J. CLARKE, *Secretary.*

BOMBAY CHAMBER OF COMMERCE, 24*th January* 1894.

The SECRETARY, CHAMBER OF COMMERCE, Calcutta, Rangoon, Madras, Kurrachee and Cawnpore.

DEAR SIR,—I am directed by the Committee to thank you for your letter of the 11th instant, and to say that as the suggested system of cash deposits against telegrams has not met with what they deem sufficient general support, they have decided not to make any further representation on the subject at present.—I am, &c.,

JOHN MARSHALL, *Secretary.*

APPENDIX Y.

STANDARD SAMPLES OF WHEAT AND SEEDS SHIPPED TO EUROPE.

ANTWERP, 29*th May* 1893.

To the SECRETARY of the CHAMBER of COMMERCE, Bombay.

DEAR SIR,—Being, a s agents, engaged in the Bombay Seed and Wheat trade, we beg to draw your attention to the point of standard samples made up in London by the Wheat and Seed Associations ; such standards representing the monthly average Bombay shipments, and we think the Chamber of Commerce, in order *to promote* the Bombay trade, ought to consider in *what way* such standard samples can be *made known* to the Bombay exporters, so that these latter have an exact knowledge of what they have to ship under the description of "fair average quality."

Would it not be useful to form a Committee named by the Bombay Chamber of Commerce and composed of Wheat and Seed exporters, dealers, and brokers which Committee would in its turn compose standard samples monthly, and send them forward to the London Associations, so to arrive at the result that by and by the trade in Bombay *exactly* knows the quality to be shipped, as the standard samples approved by London could be exhibited in Bombay at the Bazar and the Chamber of Commerce.

We think something ought to be done.—We are, &c.,

THALMANN, MAYER DINKELT & Co.

BOMBAY CHAMBER OF COMMERCE, 28*th June* 1893.

MESSRS. THALMANN, MAYER DINKELT & Co., Antwerp.

DEAR SIRS,—I am directed to acknowledge the receipt of your letter of 29th ultimo, and to say in reply that exporters of seeds and wheat from Bombay find the existing arrangements as regards average samples and arbitrations in London work very satisfactorily, and the Committee of the Chamber, therefore, are not prepared to suggest any change from the prevailing system.—I am, &c.,

JOHN MARSHALL, *Secretary.*

APPENDIX Z.

PUBLICATION OF PICTORIAL LESSON SHEETS DESCRIBING THE MOST PROMINENT AGRICULTURAL INSECT PESTS IN INDIA.

No. 4966 (*a*) of 1893.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 10*th July* 1893.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith for the information of the Chamber a copy of the letter from the Government of India No. $\frac{9}{71}$, dated 14th March 1893, with the pictorial sheets accompanying it, and to request that you will be so good as to state whether the Chamber is willing to purchase any copies of the sheets for its own use or for distribution.—I have, &c.,

G. VIDAL,
Acting Chief Secretary to Government.

Circular No. $\frac{9}{71}$.

From Sir E. C. BUCK, KT., C.S.I., SECRETARY to the GOVERNMENT of INDIA, REVENUE AND AGRICULTURAL DEPARTMENT.

Rev. and Agri. Dept.
Agriculture.

CALCUTTA, the 14*th March* 1893.

SIR,—I am directed to inform you that the Government of India in this Department, have arranged for the issue of pictorial lesson-sheets describing the most prominent agricultural insect pests of India. Two specimen sheets containing a description of the locust and the wheat weevil are appended to this circular.

2. The illustrations and letter-press have been prepared, under permission of the Trustees of the Indian Museum, by Mr. Cotes, Deputy Superintendent of the Indian Museum, with the assistance of Mr. Jobbins, Superintendent of the Government School of Art, Calcutta, in communication with the Reporter on Economic Products.

3. I am to intimate that if the lesson-sheets are considered to be useful for purposes of instruction in any of the educational institutions in the Province of , the Government of India will be prepared to supply such numbers as may be required, at the price of 2 annas per copy for each 1,000 copies required. If desired the letter-press will be printed in the vernacular, on the understanding that the translation into the language to be used is supplied by the authorites of the Province concerned.

4. If it should be found that there is any sufficient demand for lesson-sheets of this character, the series will be continued under the direction and editorship of the Reporter on Economic Products, and will be made to include other subjects of agricultural interest. I am to suggest that, with the permission of , the Director of the Agricultural Department may be authorised to place himself in direct communication with that official, who will be glad to receive any suggestions made for future issues. Indents should hereafter be sent to the office of the Reporter on Economic Products by any officials authorised to make them by the Local Government, but I am desired to request that initial indents in reply to this circular, may be communicated to the Government of India in this Department.—I have, &c.,

E. C. BUCK,
Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, 13*th July* 1893

The ACTING CHIEF SECRETARY TO GOVERNMENT, REVENUE DEPARTMENT, Bombay.

SIR,—In acknowledging the receipt of your letter No. 4966 (a) of the 10th instant, I have the honour, by direction, to inform you that while the Committee of the Chamber consider the idea of publishing sheets such as those accompanying your letter, a good one, and the execution and style of compilation reflects credit on the department issuing them, they think they are more suitable for educational purpose than for an institution like the Chamber of Commerce; and the Committee will not therefore ask to be supplied with any copies.

I return the sample sheets as requested.—I have, &c.,

JOHN MARSHALL, *Secretary.*

APPENDIX AA.

A FAIR DAYS DISCHARGE FOR VESSELS BRINGING KEROSINE OIL TO BOMBAY.

BOMBAY, 11*th November* 1893.

To the CHAIRMAN, CHAMBER of COMMERCE, BOMBAY.

DEAR SIR,—We beg to call the attention of the members of your Committee to the present low rate of discharge ruling for vessels bringing cases of Kerosine Oil, and to point out that 6,000 cases per day is out of all proportion to the size of the steamers now bringing.

Those employed now are much larger than formerly and have greater facilities for discharging.

It is estimated that 12,000 cases per day can be discharged with ease, and it seems to us the small quantity of 6,000 cases per day should not apply to all steamers; we therefore would suggest that the minimum rate of discharge be increased to 8,000 cases per day for vessels of and over 1,800 tons Net Register, and to 10,000 cases for those of and over 2,200 tons Net Register.

We consider that it will be a distinct advantage to Bombay if the despatch given to oil carrying steamers can be improved, and think that our proposal, as detailed above, is one that will commend itself to the Chamber.—We are, &c.,

KILLICK, NIXON & Co.

BOMBAY CHAMBER of COMMERCE, 16*th November* 1893.

Messrs. KILLICK, NIXON & Co., Bombay.

DEAR SIRS,—I have laid before the Committee of the Chamber, your letter of the 11th instant, and, in reply, I am directed to inform you that they see no reason to alter the rule regarding a fair rate of discharge for Kerosine Oil steamers, especially as shipowners have the remedy in their own hands by fixing, by Charter-Party or Bill of Lading, the rate of discharge which they are willing to accept.—I am &c.,

JOHN MARSHALL, *Secretary.*

APPENDIX B.B.

THE TONNAGE SCALE.

BOMBAY, 1*st November* 1893.

The CHAIRMAN, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—Messrs. W. and R. Thomson, owners of the s.s. Hajeen wrote us on the 5th October, that they wished this vessel loaded under the superintendence or supervision of officials appointed by the Chamber of Commerce, who should afterwards send in a report as to what they found possible in real practice of loading her with a full cargo of Linseed for Amsterdam, so as to test the tonnage scale.

They are anxious that the stevedore, who stowed the Chamber of Commerce test-box 10 years ago, should be employed to test on a large scale the accuracy of observations made from the box.

They say that they place the loading of the vessel at the Chamber's disposal, and are willing that the work should be carried out as you direct, with the proviso that the loading be stopped when 4,550 tons of cargo are got into the ship, and that the space left is measured off.

We shall feel obliged by your informing us whether you are willing to avail yourself of this opportunity, and what stevedore will be appointed to act for you.—We are, &c.,

KILLICK, NIXON & CO., Agents.

BOMBAY CHAMBER of COMMERCE, 3*rd November* 1893.

Messrs. KILLICK, NIXON & Co.

DEAR SIRS,—Having submitted to the Committee of the Chamber of Commerce your letter of the 1st instant, I am directed to inform you that the matter referred to is one in which the Chamber cannot give its assistance in the manner suggested, their opinion being that the necessity, or otherwise, of revising the tonnage scale of the article mentioned, is a question which affects the trade generally, and not an individual shipowner. They regret, therefore, they cannot see their way to helping the owners of the s. s. "Hajeen" in the direction indicated in your letter.—I am, &c.,

A. ABERCROMBIE, *Deputy Chairman.*

APPENDIX CC.

REPRESENTATION OF THE CHAMBER ON THE LEGISLATIVE COUNCIL OF THE GOVERNMENT OF BOMBAY.

No. 51 of 1893.

LEGISLATIVE DEPARTMENT, BOMBAY CASTLE, 30*th March* 1893.

From W. LEE-WARNER, Esq., C.S.I., SECRETARY to GOVERNMENT.

To the CHAIRMAN of the CHAMBER OF COMMERCE, Bombay.

SIR,—I am directed by His Excellency the Governor in Council to transmit for your information a copy of a Notification No. 49, dated this day, and to state that in due course a further communication to you will follow on the subject of His Excellency's request.—I have, &c.,

W. LEE-WARNER,
Secretary to Government.

NOTIFICATION.

LEGISLATIVE DEPARTMENT.

BOMBAY CASTLE, 30*th March* 1893.

No. 49.—The Governor in Council is pleased to publish for general information the following Rules for giving effect to the Regulations made by the Governor-General in Council under Section 1 (4) of the Indian Councils Act, 1892, for Bombay, and approved by the Secretary of State in Council, as notified by the Government of India in their Notification No. 359, dated the 17th of March 1893 :—

I.—Nominations of eight persons to be Additional Members of the Council of the Governor of Bombay for the purpose of making Laws and Regulations only will be made by the Governor of Bombay under Section 29 of the India Councils Act, 1861, subject to Rule VII of the aforesaid Regulations made by the Governor-General in Council, on the recommendations of the following Bodies and Associations, respectively :—

A.—The Corporation of Bombay ;

B.—A group of Municipal Corporations constituted by the combination of all Corporations in the Northern Division of the Presidency of Bombay containing a population of 5,000 and upwards, according to the last Imperial Census ;

C.—A group of District Local Boards constituted by the combination of all the District Local Boards in the Southern Division of the Presidency of Bombay ;

D (i).—The Sardars of the Deccan, as contained in the list prepared in conformity with Government Resolution, Political Department, No. 2363, dated July 23rd, 1867 ;

D (ii).—A class of large landholders in Sind, as notified in a list to be published annually by the Commissioner of Sind in the *Sind Official Gazette* for the purposes of this rule, constituted of First and Second Class Jagirdars, and of Zamindars who for the three years preceding the publication of the list have each paid not less than Rs. 1,000 annually as ordinary land revenue.

E (i).—The Association of persons engaged or interested in mercantile pursuits entitled the Bombay Chamber of Commerce ;

E (ii).—The Association of persons engaged or interested in mercantile pursuits entitled the Karachi Chamber of Commerce ;

F.—The Senate of the University of Bombay.

II.—The Governor of Bombay, in pursuance of Rule IV of the aforesaid Regulations, will cause the Secretary to Government in the Legislative Department to request the aforesaid Bodies and Associations to recommend persons for nomination by the Governor as Additional Members of Council. These requests will be addressed to the persons indicated in the following list, who will also be requested to communicate to the Secretary to Government in the Legislative Department the recommendations of the Bodies or Associations concerned within two months after receiving the request of the Governor, in each case ;

In the case of A, the President of the Corporation of Bombay ;

In the case of B, the Commissioner of the Northern Division ;

In the case of C, the Commissioner of the Southern Division ;

In the case of D (i), the Agent for Sardars in the Deccan ;

In the case of D (ii), the Commissioner in Sind ;

In the case of E (i), the Chairman of the Bombay Chamber of Commerce ;

In the case of E (ii), the Chairman of the Karachi Chamber of Commerce ;

In the case of F, the Vice-Chancellor of the University of Bombay.

III.—The recommendation of the Bodies and Associations mentioned in Rule I shall be determined by a majority of votes given at an election as hereinafter indicated, that is to say,—

In the case of A, the Corporation of Bombay may recommend any person, provided he is ordinarily resident within the City of Bombay, who obtains a majority of the votes of th Corporation in his favour ;

In the case of B, the recommendation of a person ordinarily resident within the Northern Division may be made by the representatives of the group of Municipalities in that Division, appointed according to the following scale. Every Municipality forming a member of the group with a population between 5,000 and 10,000 may appoint one re-

presentative, and every Municipality with a population of 10,000 and upwards may appoint an additional representative for every additional 10,000 or fraction of 10,000 of population, thus :

A Municipality with a population of 5,006 may appoint... 1 representative
Do. do. 9,573 ... 1 do.
Do. do. 40,168 ... 5 representatives.

In the case of C, the recommendation of a person ordinarily resident within the Southern Division may be made by the representatives of the group of District Local Boards in that Division appointed according to the following scale. Every District Local Board forming a member of the group may appoint a representative for each 100,000 or fraction of 100,000 of the population of the district according to the last Imperial Census, thus :

The District Local Board of Belgaum with a population of 1,013,261 may appoint ... ... 11 representatives.
Do. do. Ratnagiri with a population of 1,105,926 ... ... 12 do.
Do. do. Kanara with a population of 446,351 ... ... 5 do.

In the case of D (i), the Sardars of the Deccan as described in Rule I may recommend any person elected by a majority of their votes ;

In the case of D (ii), the group of landholders in Sind may recommend a person elected by a majority of their votes ;

In the case of E (i) and E (ii), the Bombay Chamber of Commerce and the Karachi Chamber of Commerce may severally recommend a person elected by a majority of votes recorded in the manner laid down in their rules or articles of association for carrying resolutions or recording decisions upon questions of business brought before the Association ;

In the case of F, the Senate of the University may recommend any person elected by a majority of the votes of the Senate obtained, under such regulations, not being inconsistent with the aforesaid Regulations made by the Governor-General in Council, as the Senate may pass for this purpose.

By order of His Excellency the Right Honourable the Governor in Council.

W. LEE-WARNER,
Secretary to Government.

MALABAR POINT, 31*st March* 1893.

To the CHAIRMAN of the CHAMBER of COMMERCE, Bombay.

MY DEAR SIR,—I am directed by His Excellency the Governor to address you with respect to the subject matter of the Bombay Government Notification of 30th March 1893, a copy of which has been supplied to you.

2. Under the terms of that Notification the invitation from His Excellency the Governor to the Chamber to assist him in nominating an additional member of the Bombay Council for making Laws and Regulations is to be addressed to that Body through the Chairman.

3. As under the Regulations made by His Excellency the Governor General, a limit of two months is laid down within which the recommendation must be made, and as His Excellency is anxious that the privilege accorded to the Chamber may not be lost owing to his invitation being issued precipitately, he proposes to defer issuing the invitation until you are in a position to inform him that there is reasonable probability of the selection being duly made within the period laid down by the regulations.

4. A copy of the Notification having been forwarded to you, it is, His Excellency assumes, open to you to bring it before the Chamber, and to invite that Body to decide what the system shall be, under which the selection or a person for recommendation to His Excellency the Governor shall be made.

5. As soon therefore as you are in a position to inform His Excellency that the regulation period of two months is not likely to be exceeded, he will issue the invitation.—I have, &c.,

S. W. EDGERLEY.

BOMBAY CHAMBER of COMMERCE, 13*th April* 1893.

The PRIVATE SECRETARY to H. E. the GOVERNOR of BOMBAY.

MY DEAR SIR,—I have the honor to acknowledge the receipt of your letter of the 31st ultimo, and in reply beg to inform you that the Chamber will have no difficulty in arranging to nominate a member of their body for submission to H. E. the Governor in Council within a period of two months, the necessary rules for conducting the election being now under consideration.—I am, &c.,

W. R. MACDONELL, *Chairman.*

No. 69 OF 1893.

LEGISLATIVE DEPARTMENT,
BOMBAY CASTLE, 18*th April* 1893.

From the SECRETARY to the GOVERNMENT of Bombay.

To the CHAIRMAN of the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed by His Excellency the Governor of Bombay to request that, in accordance with Rule II of Notification by the Government of Bombay, No. 49, dated the 30th March 1893, you will be so good as to convey this his invitation to the Chamber of Commerce, Bombay, to recommend to His Excellency for his nomination as an Additional Member of His Council for making Laws and Regulations a person elected by that Body.

I am also to request that you will notify to me the date of your receipt of this request, and within two months after the said date will further communicate to me the name of the person recommended as an Additional Member. In doing so, I am to request that you will certify that such person is duly elected as required by the Indian Councils Act, 1892; and by the Regulations published with the Government of India, Home Department, Notification No. 359, dated the 17th of March 1893; and by the rules published with this Department Notification No. 49, dated the 30th of March 1893, of all of which copies are enclosed for your guidance, and that in respect of residence and the procedure laid down by law, regulation, or rule thereto applicable, the said person is duly recommended.—I have, &c.,

G. C. WHITWORTH,
Acting Secretary to Government.

INDIAN COUNCILS ACT, 1892.

[55 AND 56 VICTORIA, CHAPTER 14.]

An Act to amend the Indian Councils Act, 1861.

20th June 1892.

Be it enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—

Provisions for increase of number of members of Indian Councils for making laws and regulations.

1. (1) The number of additional members of Council nominated by the Governor-General under the provisions of section ten of the Indian Councils Act, 1861, shall be such as to him may seem from time to time expedient, but shall not be less than ten nor more than sixteen; and the number of additional members of Council nominated by the Governors of the presidencies of Fort St. George and Bombay respectively under the provisions of section twenty-nine of the Indian Councils Act, 1861, shall (besides the Advocate-General of the presidency or officer acting in that capacity) be such as to the said Governors respectively may seem from time to time expedient, but shall not be less than eight nor more than twenty.

(2) It shall be lawful for the Govenor General in Council by proclamation from time to time to increase the number of councillors whom the Lieutenant-Governors of the Bengal Division of the presidency of Fort William and of the North-Western Provinces and Oudh respectively may nominate for their assistance in making laws and regulations: Provided always that not more than twenty shall be nominated for the Bengal Division, and not more than fifteen for the North-Western Provinces and Oudh.

(3) Any person resident in India may be nominated an additional member of Council under sections ten and twenty-nine of the Indian

Councils Act, 1861, and this Act, or a member of the Council of the Lieutenant-Governor of any province to which the provisions of the Indian Councils Act, 1861, touching the making of laws and regulations, have been or are hereafter extended or made applicable.

(4) The Governor General in Council may from time to time, with the approval of the Secretary of State in Council, make regulations as to the conditions under which such nominations, or any of them, shall be made by the Governor-General, Governors, and Lieutenant-Governors respectively, and prescribe the manner in which such regulations shall be carried into effect.

Modification of provisions of 24 & 25 Vict., c. 67, as to business at Legislative meetings.

2. Notwithstanding any provision in the Indian Councils Act, 1861, the Governor-General of India in Council may from time to time make rules authorising at any meeting of the Governor-General's Council for the purpose of making laws and regulations the discussion of the Annual Financial Statement of the Governor General in Council and the asking of questions, but under such conditions and restrictions as to subject or otherwise as shall be in the said rules prescribed or declared: And notwithstanding any provisions in the Indian Councils Act, 1861, the Governors in Council of Fort St. George and Bombay respectively, and the Lieutenant-Governor of any province to which the provisions of the Indian Councils Act, 1861, touching the making of laws and regulations, have been or are hereafter extended or made applicable, may from time to time make rules for authorising at any meeting of their respective Councils for the purpose of making laws and regulations the discussion of the Annual Financial Statement of their respective local Governments, and the asking of questions, but under such conditions and restrictions as to subject or otherwise as shall in the said rules applicable to such Councils respectively be prescribed or declared. But no member at any such meeting of any Council shall have power to submit or propose any resolution, or to divide the Council in respect of any such financial discussion, or the answer to any question asked under the authority of this Act, or the rules made under this Act: Provided that any rule made under this Act by a Governor in Council, or by a Lieutenant-Governor, shall be submitted for and shall be subject to the sanction of the Governor General in Council, and any rule made under this Act by the Governor General in Council shall be submitted for, and shall be subject to the sanction of the Secretary of State in Council: Provided also that rules made under this Act shall not be subject to alteration or amendment at meetings for the purpose of making laws and regulations.

Meaning of 24 & 25 Vict., c. 67, s. 22; 3 & 4 Will. IV., c. 85; and 16 & 17 Vict., c. 95.

3. It is hereby declared that in the twenty-second section of the Indian Councils Act, 1861, it was and is intended that the words Indian territories now under the dominion of Her Majesty, should be read and construed as if the words 'or hereafter' were and had at the time of the passing of the said Act been inserted next after the word 'now'; and further that the Acts third and fourth, William the Fourth, Chapter eighty-five, and sixteenth and seventeenth Victoria, Chapter ninety-five,

respectively, shall be read and construed at if at the date of the enactment thereof respectively it was intended and had been enacted that the said Acts respectively should extend to and include the territories acquired after the dates thereof respectively by the East India Company, and should not be confined to the territories at the dates of the said enactments respectively in the possession and under the Government of the said Company.

Repeal. Power to fill up vacancy in number of additional members.

4. Sections thirteen and thirty-two of the Indian Councils Act, 1861, are hereby repealed, and it is enacted that—

(1) If any additional member of Council or any member of the Council of a Lieutenant-Governor appointed under the said Act or this Act shall be absent from India or unable to attend to the duties of his office for a period of two consecutive months, it shall be lawful for the Governor General the Governor, or the Lieutenant-Governor to whose Council such additional member or member may have been nominated (as the case may be) to declare by a notification published in the *Government Gazette* that the seat in Council of such person has become vacant :

(2) In the event of a vacancy occurring by the absence from India, inability to attend to duty, death, acceptance of office, or resignation duly accepted of any such additional member or member of the Council of a Lieutenant-Governor, it shall be lawful for the Governor General, for the Governor, or for the Lieutenant-Governor, as the case may be, to nominate any person as additional member or member, as the case may be, in his place ; and every member so nominated shall be summoned to all meetings held for the purpose of making laws and regulations for the term of two years from the date of such nomination : Provided always that it shall not be lawful by such nomination, or by any other nomination made under this Act, to diminish the proportion of non-official members directed by the Indian Councils Act, 1861, to be nominated.

Powers of Indian provincial legislatures.

5. The local legislature of any province in India may from time to time, by Acts passed under and subject to the provisions of the Indian Councils Act, 1861, and with the previous sanction of the Governor General, but not otherwise, repeal or amend as to that province any law or regulation made either before or after the passing of this Act by any authority in India other than that local legislature : Provided that an Act or a provision of an Act made by a local legislature, and subsequently assented to by the Governor General in pursuance of the Indian Councils Act, 1861, shall not be deemed invalid by reason only of its requiring the previous sanction of the Governor General under this section.

Definitions.

6. In this Act—

The expression 'local legislature' means—

(1) The Governor in Council for the purpose of making laws and regulations of the respective provinces of Fort St. George and Bombay and

(2) The Council for the purpose of making laws and regulations of the Lieutenant-Governor of any province to which the provisions of the Indian Councils Act, 1861, touching the making of laws or regulations have been or are hereafter extended or made applicable :

The expression 'province' means any presidency, division, province or territory over which the powers of any local legislature for the time being extend.

Saving of powers of Governor General in Council.

7. Nothing in this Act shall detract from or diminish the powers of the Governor General in Council at meetings for the purpose of making laws and regulations.

Short title.

8. This Act may be cited as the Indian Councils Act, 1892 ; and the Indian Councils Act, 1861, and this Act may be cited together as the Indian Councils Acts 1861 and 1892.

Notification by the Government of India, Home Department, No. 359, *dated* 17*th March* 1893.

The following Regulations which have been made by the Governor General in Council under the provisions of Section 1, Sub-section (4), of the Indian Councils Act, 1892, as to the conditions under which nominations of Additional Members as of Council shall be made by the Governors of Madras and Bombay, and nominations of Councillors by the Lieutenant-Governors of the Bengal Division of the Presidency of Fort William and of the North-Western Provinces and Oudh, respectively, for their assistance in making Laws and Regulations have received the approval of the Secretary of State for India in Council and are now published for general information :—

* * * * *

Regulations under Sections 1 (4) *of the Indian Councils Act,* 1892, *for Bombay.*

I.—Of the persons, other than the Advocate General or officer acting in that capacity, to be nominated Additional Members of Council by the Governor of Bombay for his assistance in making Laws and Regulations, not more than nine shall be officials.

II.—The nominations to eight seats shall be made by the Governor on the recommendation of the following Bodies and Associations respectively, namely,—

A—The Corporation of Bombay ;

B—Such Municipal Corporations, or group or groups of Municipal Corporations, other than the Corporation of the City of Bombay as the Governor in Council may from time to time prescribe by notification in the *Bombay Government Gazette* ;

C—Such District Local Boards, or group or groups of District Local Boards, as the Governor in Council may from time to time prescribe as aforesaid ;

D—The Sardars of the Deccan or such other class of large landholders as the Governor in Council may from time to time prescribe as aforesaid ;

E—Such Association or Associations of merchants, manufactures or tradesmen as the Governor in Council may from time to time prescribe as aforesaid ;

F—The Senate of the University of Bombay.

Provided that the Bodies described above under A, B, C, D, E, and F, respectively, shall each (except as hereinafter provided in Rule VII) have at least one person nominated upon its recommendation, and A and F not more than one each.

III.—The Governor may, at his discretion, nominate persons to such of the remaining seats as shall not be filled by officials, in such manner as shall, in his opinion, secure a fair representation of the different classes of the community.

IV.—When a vacancy occurs and is to be filled under Rule II of these Regulations, the Governor shall cause the proper Body or group of Bodies, or Association or Associations to be requested to recommend a person for nomination by the Governor.

V.—The recommendation shall be made—

(*a*) in the case of a Municipal Corporation or of a District Local Board, or of the Sardars of the Deccan, or such other class of large landholders as the Governor in Council may from time to time prescribe, or of the Senate of the University, by a majority of votes of the Corporation, Board, Body, or Senate respectively ;

(*b*) in the case of Associations not established by law, in the manner laid down in their rules or articles of association for carrying resolutions or recording decisions upon questions of business brought before the Association ;

(*c*) in the case of a group of Municipal Corporations, District Local Boards, or Associations, by the majority of votes of representatives to be appointed, according to such scale as the Governor in Council may from time to time prescribe, by the Corporations, Boards, or Associations.

VI.—It shall be a condition in the case of any person to be recommended by a Municipal Corporation or group of Municipal Corporations that he shall be a person ordinarily resident within the Municipality or the district in which it is situated, or in some one of the Municipalities constituting the group or of the Districts in which they are situated. A similar condition shall also apply to persons to be recommended by District Local Boards.

VII.—If within two months after receiving the request of the Governor as provided by Rule IV the Body or Association or group of Bodies or Associations fails to make a recommendation, the Governor may nominate at his discretion a person belonging to the class which the Body or Association or group is deemed to represent.

VIII.—If the Governor shall decline to nominate any person who has been, under these Regulations, recommended for nomination, a fresh request shall be issued as provided in Rule IV, and the procedure laid down in Rules V and VII shall apply.

IX.—(*a*) As soon as conveniently may be after these Regulations come into force, eight of the seats held by non-official persons shall be filled up by recommendation under Rule II

(*b*) If there shall not be the full number of eight vacancies available for this purpose, the Governor shall determine at his discretion, subject always to the proviso in Rule II which of the Bodies or groups mentioned in that Rule shall be requested to recommend the persons to fill up such vacancies as may then be available; and so whenever and as often as any other vacancies among non-official members become available, until the full number of eight has been completed.

BOMBAY CHAMBER of COMMERCE, 28*th April* 1893.

The SECRETARY to the GOVERNMENT of BOMBAY, LEGISLATIVE DEPARTMENT, Bombay.

SIR,—I am directed to acknowledge the receipt, on the 19th instant, of your letter No. 69 of the 18th idem, conveying an invitation to recommend to His Excellency the Governor in Council for his nomination as an Additional Member of his Council for making Laws and Regulations, a person elected by and to represent the Chamber.

2. In accordance with para. 2 of your communication, the Committee will, within the period specified, communicate to Government, in the form prescribed, the name of the person recommended by the Chamber in the connection mentioned.—I have, &c.,

JOHN MARSHALL, *Secretary.*

BOMBAY CHAMBER OF COMMERCE, 31*st May* 1893.

The SECRETARY to GOVERNMENT, LEGISLATIVE DEPARTMENT, Bombay.

SIR,—Referring to you letter No. 69 of the 18th April 1893, I have now the honor, by direction, to inform you that, as required by the Regulations published by Govern-

ment—copies of which accompanied your communication under acknowledgment—the members of the Chamber of Commerce have in accordance with Rules drawn up by the Committee and adopted by the general body of the Chamber, duly elected Mr. W. R. Macdonell, of the firm of Messrs. Wallace and Company, to be recommended to H. E. the Governor for nomination as an Additional Member of the Council of the Governor of Bombay for the purpose of making Laws and Regulations under the Indian Councils Act, 1892.—I have, &c.,

JOHN MARSHALL, *Secretary.*

No. 173 of 1893.

LEGISLATIVE DEPARTMENT,
BOMBAY CASTLE, 14*th June* 1893.

From C. H. A. HILL, Esq., UNDER SECRETARY to GOVERNMENT Bombay.

To the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—With reference to your letter, dated the 31st May 1893, intimating that Mr. W. R. Macdonell has been recommended by the Bombay Chamber of Commerce for nomination by His Excellency the Governor as an Additional Member of his Council for the purpose of making Laws and Regulations, I am directed to inform you that His Excellency the Right Honourable the Governor has been pleased to nominate Mr. Macdonell to be a Member of his Council for the purpose of making Laws and Regulations only.—I have, &c.,

C. H. A. HILL,
Under Secretary to Government.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

APPENDIX DD.

GARBLING AND CLEANING OF GRAIN ON THE PORT TRUST ESTATE.

No. 4338 of 1893-94.

From H. A. Acworth, Esq., C.S., Municipal Commissioner for the City of Bombay.

To The Secretary, Chamber of Commerce.

Municipal Commissioner's Office,
Bombay, 31*st May* 1893.

Sir,—I have the honor to send copy of a letter No. 3643 of 20th instant, addressed by me to the Port Trust on the subject of nuisance caused by dealing with grain and seeds on the Port Trust Estate, and shall be glad to be favored with any observations which the Chamber of Commerce may wish to make on the subject. It seems to me to be clear that the matter will have to be dealt with by the Municipality if it is not dealt with by the trade. —I have, &c.,

H. A. ACWORTH,
Municipal Commissioner for the City of Bombay.

No. 3643 of 1893-94.

From H. A. Acworth, Esq., C.S., Municipal Commissioner for the City of Bombay.

To the Secretary, Bombay Port Trust,

Municipal Commissioner's Office,
Bombay, 20*th May* 1893.

Sir,—Referring to the subject dealt with in your letter to me No. 1415 of 24th ultimo, and my reply No. 2185 of 2nd instant, I have the honor to say that on the 15th instant, the Corporation passed the following resolution No. 1528 :—

"That the Commissioner be requested to report, in consultation "with the Health Officer as to what steps can be taken to minimize "the effects of the garbling of grain and seeds on the Port Trust Estate, "Mandvi Ward."

The attention of the Corporation as well as of the Chairman of the Port Trust, was specially directed to this subject by a letter which appeared in the *Bombay Gazette* and *Times of India* on 22nd April signed by a large number of Captains of vessels lying in the docks (probably many of them employed in the grain trade) complaining of the nuisance from dust in the docks. I have taken all the steps which

it is possible for me take to abate the nuisance as far as genuine road dust is concerned, but the principal factor in the case, the dust from garbling machines flying into the air and the dust formed of particles of straw husk, &c., from the grain and seeds business generally which forms a nineteen-twentieth of the dust on Frere Road and roads adjacent to it, must be dealt with in another way. Any one who on a windy day chooses to go up to a point of vantage enabling him to get a bird's-eye view of the Port Trust Estate, Esplanade and Fort, will notice that though along the roads of the two latter quarters there are occasional showers of dust blown up, they neither rise high nor go far, while over portions of the Port Trust Estate, including the docks, an almost perpetual cloud or fog of fine dusty matter hangs. The reason is that the grain dust is in enormous quantities and is extremely light, so that it is very readily lifted by the wind, and once blown up it does not readily sink to the ground again. The nuisance is one which certainly demands attention, and I am glad, as an important trade is concerned, that the Port Trust has joined in the complaints of the general public.

On reference to your files you will find that this subject was brought before the Port Trust by the Municipality many years ago. In your letter No. 1078 of 22nd March 1886 to the Health Officer you appealed apparently to the Municipality to take no steps on the ground of the importance of the grain trade to the city. I presume you are not disposed to take this ground again as you yourself have addressed me complaining of the nuisance, but it may not be out of place to ask why the grain trade should be allowed to make a public nuisance of itself any more than, say, the cotton trade. No cotton mill would be allowed by the Municipality with impunity to discharge fluff and dust on to the public roads or into the air, and I fail to see why garbling machines should.

I shall be glad to consider any suggestions you may be able to make for the abatement of a nuisance which I think the public and the Port Trust are no longer disposed to tolerate.—I have, &c.,

H. A. ACWORTH,

Municipal Commissioner for the City of Bombay.

No. 6627 OF 1893-94.

From H. A. ACWORTH, Esq., C.S., MUNICIPAL COMMISSIONER FOR THE CITY OF BOMBAY.

The SECRETARY, CHAMBER OF COMMERCE.

MUNICIPAL COMMISSIONER'S OFFICE,

BOMBAY, 30*th June* 1893.

SIR,—In continuation of my letter to you No. 4338 of 31st ultimo, I have the honor to forward copy of an application received from owners and tenants of property on the Elphinstone Estate for the favor of any remarks which you may think fit to make on it.—I have, &c.,

H. A. ACWORTH,

Municipal Commissioner for the City of Bombay.

BOMBAY, 27*th June* 1893.

To the MUNICIPAL COMMISSIONER, Bombay.

SIR,—We the undersigned owners and tenants of properties on the Elphinstone Estate, who had read with great interest an application to you to suggest a method of putting down the nuisance of grain garbling, have the honor to request that you will decide that garbling of grain should not be carried on in any part of Bombay, it being extremely injurious to the workmen in this capacity, who work in closed godowns for about 8 annas a day, and swallow the dangerous dust emitted from the machines. An inspection at these coolies after an hour's shift on one of these machines when they come out into the street for a breath of fresh air, will convince you of the extreme danger they undergo.

According to the Factory Act, which should apply to these godowns, garbling would not be allowed even for one single hour, as carried on in its present unhealthy manner, more so as it is absolutely unnecessary. The wheat and seeds could well be garbled up-country before it is sent down here. The produce should be landed in Bombay garbled and sold on the bazaar terms in accordance with the usual home percentage admixtures of dirt which vary but are known to all grain dealers, and no uncleaned grain should be allowed to be landed in Bombay.

A number of fatal accidents now occurring in these so-called godowns through careless stacking, not allowed by the Factory Act, would also be avoided. These godowns in which some 200 men are day and night employed throughout the year, partake more of the term of a Factory than a godown, and should therefore be dealt with within the powers of the Factory Act.

Another reason for garbling to be stopped on the Elphinstone Estate is that during the past ten years there has been a great increase in the tenement property (that is large houses have been built to be let), and there is no doubt that garbling as carried on at present is a serious nuisance to tenants on these premises. A walk down Argyle Road and the streets leading to it and along the Frere Road will give one an idea of the offensive smell caused by the large quantities of husks and other fermentable matter blown into the streets from the open windows and ventilators when they absorb moisture.

We therefore humbly request that your proposals may be such as to leave no loop-hole through which garbling operations can be carried on in Bombay.—We have, &c.,

J. G. B. SPENCE (and 18 others.)

BOMBAY CHAMBER of COMMERCE, 12*th July* 1893.

H. A. ACWORTH, ESQ., C.S., MUNICIPAL COMMISSIONER for the City of Bombay.

SIR,—I have laid before the Committee of the Chamber your letters Nos. 4338 of 31st May, and 6627 of 30th June 1893, regarding the nuisance caused to residents in the neighbourhood of the Frere Road by the garbling and cleaning of grain and seeds.

2. With reference to the remarks in the first mentioned communication, my Committee understand that the Port Trustees have taken steps to lessen the escape of dust from the cleaning of grain in the open; and they think that, if in addition to this, the side streets, as well as the main roads of the neighbourhood, were regularly watered, the dust which has been complained of would be greatly minimized, and probably not exceed that prevailing in other parts of the city.

3. With respect to the representation from the owners and tenants of property—to which your last letter gives cover—the Committee direct me to say that they do not consider it practicable to stop the cleaning of grain in godowns without seriously interfering with the trade, which, in the matter of bulk, is the largest export trade of the Port; and the suggestion that all wheat and seeds should be cleaned up-country is simply impracticable.—I have, &c.,

JOHN MARSHALL, *Secretary.*

APPENDIX EE.

INCREASED FACILITIES FOR THE LANDING OF COAL IN BOMBAY.

No. 4454.

BOMBAY PORT TRUST.

BOMBAY, 22ND *December* 1893.

TO THE SECRETARY, CHAMBER OF COMMERCE.

SIR,—The provision of better facilities for the landing of the coal has occupied the attention of the Trustees for some time past.

2. The construction of a coal Dock or pier, they are satisfied, after a careful consideration of the proposal, is out of the question.

3. Several schemes were considered for the remodelling of the Frere Canals, and an alternative scheme for a coal wharf at Tank Bunder in the position coloured green on the accompanying plan which commends itself to the Trustees.

4. A printed note by the Chairman describing this scheme is hereto attached, and I am to ask that the Trustees may be favoured with the opinion of the Chamber.—I have, &c.,

F. G. DUMAYNE,
Secretary.

BOMBAY PORT TRUST.

COAL TRADE.

FURTHER MEMORANDUM BY THE CHAIRMAN, DATED 13TH NOVEMBER 1893.

References.—1. Printed papers ending with Minutes by Bunders Committee of July 1892.

2. R. I. Nos. $\frac{2587}{15\text{-}5\text{-}90}$, $\frac{238}{23\text{-}2\text{-}93}$, $\frac{341}{17\text{-}3\text{-}93}$ and $\frac{1555}{24\text{-}10\ 93}$.

Since these papers were last before the Committee, and in accordance with the minutes recorded, several alternative schemes for remodelling the Frere Canals to afford increased facilities for the coal trade have been proposed. The alternatives comprise in two instances converting the canals into docks by the addition of gates or a caisson to the entrance with a view to the suggestion in the latter part of para. 46

of my previous note. The cost of this alone would be Rs. 137,211, and a staff of men would be required to manipulate the sluices and gates; this proposal may be dismissed from consideration, the outlay being disproportionate to the advantages to be secured.

2. Eliminating this, the alternatives are as follows :—

SCHEME A.

Rs.

Clearing the North canal to R. L. 78·00, that being the greatest depth obtainable without rebuilding the walls. Deepening the main (east) canal to R. L. 74·00, both walls to be rebuilt. Filling up the existing south canal (118 feet long and 60 feet wide, with bed at R. L. 78·00, but now greatly silted), and constructing a new canal 450 feet further south: the dimensions to be length 960 feet, width 120 feet, R. L. of bed 74·00. Filling up present entrance and making a new one 300 feet north opposite the new canal with sill at R. L. 74·00. Dredging new channel of approach to entrance to R. L. 74·00, and levelling and laying out storage space including metalled cart-tracts 3,70,402

SCHEME C.

Clearing the north canal to R. L. 78·00 as before. Deepening the main (east) canal to R. L. 77·00, that being the greatest depth obtainable without rebuilding the east wall (the west wall to be rebuilt and continued across the present south canal). Filling up the south canal as before, and constructing a new canal further south as before but with bed at R. L. 76·00 instead of R. L. 74·00. Filling up present entrance and making a new one further south as before, but with sill at R. L. 76·00 instead of R. L. 74·00. Dredging new channel of approach to entrance to R. L. 76·00 instead of R. L. 74·00, and levelling and laying out storage space including metalled cart-tracks as before. 2,99,330

Rs,

SCHEME B.

Same in every respect as Scheme C. except that the present entrance is to be retained 2,55,476

Note.—Cost of deepening timber ponds included in Engineer's Estimate has in each case been excluded, that work having since been separately sanctioned as part of road extension and reclamation scheme.

3. The annual cost of maintaining the channel of approach in each case is estimated at—

		Rs.
Scheme A		21,800
Do. C }		19,000
Do. B }		

4. The Engineer, however, thinks the maintenance throughout the year at R. L. 74·00, Scheme A, would be very difficult of attainment.

This is understood to mean with our present plant supplemented by two more hopper barges which, it is shown, could only deal with a deposit of 2 feet per annum in the channel. If a larger deposit took place, or if resilting occurred, the present dredging plan could not cope with it.

5. The Traffic Manager has raised some objections to the schemes, which are not, however, very serious, and need not now be gone into if the conclusions I have drawn from a rather long study of the question are concurred in.

6. Those conclusions are—

1*st*.—That, inasmuch as schemes C and B provide for a less depth than 7 feet at any high water (see paras. 40 and 45 of previous note), they should be rejected as costly and inadequate to the requirements of the case.

2*nd*.—That scheme A, which adequately meets the essential requirements of sufficient depth, is too costly to be undertaken, involving, as it does, a capital expenditure of nearly Rs. 3¾ lakhs and a recurring outlay, taking the *additional* cost of maintenance (see para. 20) at Rs. 16,800, which, capitalised at 4 per cent., represents a further charge of over 4 lakhs.

7. The reason for the first conclusion is that with bed at R. L. 76·00 lighters drawing 7 feet would be unable to come alongside the wharves during as many as 115 tides of the year, and those drawing 9 feet would be unable to come alongside during as many as 392 tides. This is the usual range of draft. With bed at R. L. 74·00, lighters drawing 7 feet could enter on every tide, and those drawing 9 feet would be shut out during 115 tides. That R. L. 74·00 is sufficiently low is proved by the fact that that is about the level of the wharves at which coal is discharged at Mody Bay North Reclamation, Malet Bunder and Clerk Basin, and there are no complaints so long as that depth is maintained there.

8. As regards the second conclusion, it has been suggested that, should the outlay necessary to meet requirements prove heavy, it will be for consideration whether the wharfage fee on coal reduced in 1886 should not be enhanced (see paras. 28, 29 and 44 of previous note and minutes by Committee). If the fee was raised to the old rate, namely, 2 annas per ton, it would mean an increase in receipts of about Rs. 20,000 a year. Scheme A involves an annual charge of, say, Rs. 15,000 in interest and Rs. 16,800 in maintenance, or a total of, say, Rs. 32,000 per annum. But inasmuch as other trades would benefit, *e.g.*, hay, bones, firewood and building materials, and there would also probably be a further increase in receipts from increased occupation of the land for storage, the second conclusion would not be fully justified unless it could be shown that what are admitted to be real necessities for the convenience of the trade can be provided in some other less expensive way.

9. This, I think, can be done by turning the recently acquired Saw Mills property at Tank Bunder to account as a place for landing and storing the coal, which the merchants find it to their advantage to land on the north.

10. Before describing the scheme and discussing its advantages and disadvantages, some further explanation is desirable as to the necessities of the case which, I have stated, are admitted to be real. I have corrected and amended the statements accompanying the previous note to show the statistics of the import trade up to date, and the following condensed statement gives an epitome of the present distribution at the different bunders :—

		Mody Bay North Reclamation	Malet Bunder.	Clerk Basin.	Frere Canals.	Other Bunders.	Total.
Available.	Minimum depth of water alongside wharf at high Tide.. Feet.	7	7	7	7*	.....	.....
	Storage space—						
	Area ... ...Sticks	500	300	450	323	.....	.....
	Quantity ...Tons..	71,000	43,000	64,000	46,000	.....	.....
Imports ...	1891-92 ... ...Tons..	73,528	39,400	1,18,228	1,28,152	25,954	3,85,262
	1892-93 ... ... ,,	65,521	68,000	82,077	99,366	18,931	3,33,895
Storage space occupied monthly—							
1891-92 ...	Maximum...Sticks.	323	173	400	197	.....	.....
	Average ... ,,	241	136	349	165	.....	.....
1892-93 ...	Maximum ...Sticks.	271	108	331	171	.....	.....
	Average ... ,,	217	76	251	116	.....	.....

Note.—A "stick" is 500 square feet.

* This is about the present minimum available depth; if the canals were thoroughly cleaned, it would be 3 feet.

11. It will be seen that, while there is ample storage space to spare with convenient depth of water at the three southern coal wharves, a very large proportion of the imports are still landed at the Frere Canals in spite of what is unquestionably the serious drawback of being shut out on all except spring tides, as lighters drawing even only 7 feet now are. The storage space occupied there is much less in proportion to the tonnage imported than at Mody Bay or Clerk Basin, and about the same as at Malet Bunder. The explanation is that at the Frere Canals much of the Coal is carted direct to the mills as that at Malet Bunder is sent off direct by rail; so that it is not merely the lower rate of rent* for storage ground that attracts coal to the North, but the real convenience of purchasers and merchants. I think the decrease in imports, as compared with 1891-92, is very probably, at least in part, attributable to the increased silt deposit in the Canals. They were dredged in 1891-92, but resilted in 1892-93.

* The rents are— Per Stick. Rs. Per month.
Mody Bay, Clerk Basin and Malet Bunder ... 7
Frere Canals 5

12. This, it seems to me, establishes, without need of further proof, the real necessity for improved facilities for landing coal on the North.

13. The alternative scheme for affording such improved facilities is the reclamation of the timber pond in front of the Saw Mills property; the reclamation of a further area extending for about 100 feet eastward; the deepening of the foreshore along the wharf so formed to R. L. 74·00; the provision of jetties similar to those in use at the North Reclamation for landing coal and the extension of the road (Quay Street,) so as to traverse the property; and laying out the ground in plots with suitable cross roads and gully spaces, &c. The storage space thus made available would be 483 sticks, or sufficient for 68,000 tons of coal.

14. A rough estimate shows that such a scheme would cost about 1½ lakhs; taking it at 2 lakhs would allow a margin which ought to be ample. Very little if any expenditure in maintenance would be required. The foreshore at this place has not shoaled during the last 20 years; in fact, a small amount of scour has taken place which the further projection would tend to increase and thereby, it is hoped, maintain the slight deepening of under one foot which it is proposed to effect. This deepening would be carried right through with a view to such scour. The reason for not proposing a further extension eastwards of the reclamation is the fear that thereby the silting of the Frere Canals and Timber ponds might be increased. Extension to the limit proposed would not have this effect, because there is high rocky ground in the corner north-east of the Powder Magazine, which now acts as a groyne and more or less shelters the proposed extension.

15. Financially the advantages of this alternative are very material. Its one disadvantage is that the wharf is at a somewhat greater distance from the mills, but this ought not to be of much importance when the road improvements now in progress or contemplated are completed. The Traffic Manager is of opinion that "the reclamation would "prove of great value for coal as the drawbacks existing at the Frere "Reclamation, *viz.*, shallow water, would not be present."

16. The reclamation could at any time be extended further east or south if such should prove advisable. The wharf is to be formed by a pitched slope and not by an expensive masonry wall, so that there would be no loss to speak of in extending the area in either direction.

17. Apart from the necessities of the coal trade, it seems to me sound policy to improve the wharves of the bunders on the north, more especially in respect of the depth of water. Such improvements cannot fail to assist in the development of the properties which must follow the improvements in the land approaches, drainage and levelling, and reclamations in progress and contemplated.

18. The present wharves have recently been greatly improved by the surface being metalled, but they are very deficient in depth of water. The Kerosine oil wharf was deepened in 1890-91 to R. L. 75·00, but has again silted to above R. L. 77·00. The sand and tile basin was deepened in 1885-86 to R. L. 77·00, but has since resilted to between R. L. 78·00 and 79·00. Further North along the new Tank Bunder Reclamation the level is generally about R. L. 77·00, and in the Frere Canals the present level is about R. L. 80·00, and the lowest level which can be obtained without entirely remodelling them and heavy expense in maintenance is R. L. 78·00.

19. These are the present conditions, and the addition of an extensive wharf on the extreme north affording as great a depth as is now available at the Clerk and Malet Bunders and Mody Bay will be unquestionably a very material improvement in the facilities for trade.

20. It would still be necessary to maintain the Frere Canals for the hay and bone trade, and a portion of that in building materials. Expenditure at the rate of about Rs. 5,000 a year would probably be sufficient for this purpose so far as clearance is concerned. The Canals are now in a bad state, and a larger expenditure is necessary to remove accumulations, nothing having been done since before the monsoon of 1891. This subject will be dealt with separately.

21. If the scheme for a coal bunder at the Saw Mills property commends itself to the Trustees, it would perhaps be advisable to explain it to the Chamber of Commerce and Mill-owners' Association and invite their opinions before finally adopting it.

W. C. HUGHES.

BOMBAY, 18*th November* 1893.

BOMBAY CHAMBER OF COMMERCE, 15*th January* 1894.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—I am directed to acknowledge the receipt of your letter No. 4455 of the 22nd ultimo accompanied by plans and memorandum giving details of a scheme for a proposed coal wharf at Tank Bunder, and in reply to say that the scheme meets with the approval of the Chamber.

I am to add, however, that the Committee trust its adoption will not involve any addition being made to the existing wharfage fee on coal.—I have, &c.,

JOHN MARSHALL, *Secretary*.

APPENDIX FF.

IMPROVED CONVENIENCES FOR THE EMBARKATION AND DISEMBARKATION OF PASSENGERS IN BOMBAY HARBOUR.

BOMBAY CHAMBER OF COMMERCE, 13*th February* 1893.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—I am directed to acknowledge, with thanks, the receipt of your letter No. 282 of the 23rd ultimo accompanying excerpt from the proceedings of the meeting of the Port Trustees having reference to the erection at the end of the Ballard Road of a pier for the accommodation of passengers; and to say that the Committee of the Chamber are gratified to learn that this important subject is receiving the attention of the Trustees.—I have, &c.,

JOHN MARSHALL, *Secretary.*

APPENDIX. GG.

QUARANTINE.

NOTIFICATION.

GENERAL DEPARTMENT.

Bombay Castle, 16th June 1893.

No. 2116.—In exercise of the power conferred by Act I of 1870, the following Rules for Quarantine against cholera have been made by the Government of Bombay, with the previous sanction of the Governor General in Council: they have effect from the 9th instant in the Ports of Aden, Perim and the Somali Coast as a temporary measure:

I.—The Commander of every vessel, including buggalows or other native craft, arriving from Arabian Ports shall, before entering the harbour, indicate by signal the port from which such vessel has come.

II.—Such Commander shall not, except as hereinafter provided, allow any communication, either with the pilot boat, except orally, or with the shore, or with any other vessel or boat in the harbour.

III.—Immediately on arrival the Commander shall cause the letter R of the Commercial Signal Code to be hoisted, and shall keep the said flag flying during his stay in port or until authorized by the Health Officer to haul it down. If communication with the shore is not desired, the vessel shall anchor at such place as may be pointed out by the Port authorities, having regard to the season of the year. If communication with the shore is desired, the Health Officer shall go alongside the vessel, and, after all necessary enquiries, shall direct the Commander to take the vessel to the quarantine anchorage duly appointed and notified in that behalf by the Resident, there to remain for a period of seven days from the date of arrival, or for the shorter period prescribed in Rule IV, and undergo disinfection, which should apply as well to crew, passengers, effects, and susceptible goods.

IV.—If the Health Officer of the Port has sufficient evidence that no cases of a suspicious nature have taken place on board during the voyage, and if the vessel is besides in good hygienic condition, the duration of the quarantine will be diminished according to the following scale:—

After	eight	days	of voyage	... ...	six days of quarantine.
Do.	nine	do.		... ...	five do.
Do.	ten	do.		... ...	four do.
Do.	eleven	do.		... ...	three do.
Do.	twelve	do.		... ...	two do.
Do.	thirteen	do.	and upwards		twenty-four hours of quarantine.

V.—If during the period a vessel is at the quarantine anchorage aforesaid any case or cases of cholera should occur on board, the said vessel shall remain in quarantine for a period of seven days from the date of the last case occurring, and be subject to all the prohibitions provided for in Rule III.

VI.—When any vessel has been placed in quarantine as aforesaid, the Health Officer may direct the removal of so many of the passengers and crew as may not be suffering from illness, and whose services may not be required on board the vessel, to such particular spots as may from time to time be selected by the Resident as places of quarantine, there to remain for a period of seven days. If a case of cholera occurs among such passengers and crew during any such period, they shall remain in a place of quarantine for a period of fifteen days from the date of the occurrence of the last case of such illness.

VII.—Any mails or cargo which may be brought by any vessel so arriving shall be landed under such precautions as the Health Officer may deem necessary to prevent the spread of the disease.

VIII.—It will be the duty of the Port Officer to facilitate the conveyance to all vessels in quarantine of such supplies of provisions, stores and other articles as may be required by those on board. Such supplies will be placed on the boats of the vessels in quarantine to be subsequently removed by members of their crews.

IX.—All vessels arriving at Aden, Perim and the Somali Coast which may have communicated with vessels coming from Arabian Ports shall be subjected to the same quarantine as vessels arriving at Aden, Perim and the Somali Coast from Arabian Ports.

X.—All vessels which have undergone quarantine in the manner above prescribed should have the fact clearly stated on their Bills of health.

By order of his Excellency the Right Honourable the Governor in Council,

G. W. VIDAL,
Acting Chief Secretary to Government.

APPENDIX HH.

METEOROLOGICAL REPORTS.

No. 457-S.

From the METEOROLOGICAL REPORTER to the GOVERNMENT of INDIA,

To the SECRETARY to CHAMBER of COMMERCE, Bombay.

SIMLA, 30*th June* 1893.

SIR,—I have the honor to forward daily weather charts of the month of January 1893 for the Indian sea and land areas prepared from the data collected from the logs of ships entering the ports of Calcutta and Bombay, and from the observations taken at the various observatories maintained by the Indian Meteorological Department, together with a memorandum explaining the objects, &c., of these charts.

I shall be glad to learn if you would wish to receive these charts during the next two years. If they contain information that is likely to be of any use for reference in your office, or for the information of the Captains of vessels in the service of your Company, I shall be glad to forward you one or more sets. They will be sent in weekly instalments. I should be glad to receive any suggestions for the improvement of these charts if you would desire to suggest any.—I have, &c.

JOHN ELIOT,

Meteorological Reporter to the Government of India.

MEMORANDUM.

TO ACCOMPANY THE DAILY WEATHER REPORTS AND CHARTS OF THE INDIAN MONSOON AREA.

The Government of India has sanctioned the publication for a period of two years of daily weather reports and charts of the Indian Monsoon Area with a view to elucidate, if possible, the relations between the larger meteorological changes in the Indian land area and the adjacent sea areas, and more especially the conditions preceding the generation of cyclonic storms and the conditions determining the larger advances of south-west monsoon winds in the Indian seas, and the variations in the strength of the monsoon currents so far as they are dependent upon conditions in the sea areas.

All ships that enter the ports of Bombay and Calcutta are visited by clerks of the Bombay and Calcutta Meteorological Offices in order to make extracts of the meteorological information in the logs of the vessels, when permitted by the ship masters. They also, when allowed, make comparisons of the ship barometers with portable secondary standards.

This information is regularly collected and tabulated, and is the basis of the data given in the daily weather report and charts of the Indian Monsoon Area now prepared and issued by the Simla Meteorological Office.

These daily weather reports may from one point of view be considered as supplementary to the Indian daily weather reports published by that Office.

The information of the land area in the charts and reports of the Indian Monsoon Area is taken from the Indian Daily Weather Reports issued by the Simla Meteorological Office, and the daily observations of certain additional Indian and Extra-Indian stations which do not send daily weather telegrams to Simla. The latter are also given in full in the Indian Monsoon Area Weather Reports, and are now published for the first time for general information.

All the observations utilized and given in the reports of the Indian Monsoon Area are taken at 8 A.M. The positions of the ships contributing data are given for that hour, and are in the majority of cases deduced by the Meteorological Office from the noon positions. The distance made by each ship is also stated, as it occasionally affords useful information of the general strength and character of the winds.

Th first column in these reports under the heading "Barometer" gives the 8 A.M. readings reduced to sea level and constant gravity, and corrected to the Calcutta standard by the use of the corrections determined from the comparisons made on board ships by the clerks between the ship's barometers and the secondary standards.

The inter-comparison of the ship observations and their comparison with the land observations, however, show that in many cases the readings thus corrected are not satisfactory and are more or less erroneous from various causes. Further corrections are determined in the Simla Office by various methods, and the readings thus finally corrected are utilized for drawing the isobars in the sea area and are given in the column headed "Barometer corrected (office)."

The columns "Wind direction and force," "State of sea," and "Weather" in the first table of these reports explain themselves. The force of the wind is given according to the Beaufort scale, 0—12, which is that usually employed on board British ships.

The second table in these daily reports gives meteorological observations recorded at 8 A.M., at certain Indian and Extra-Indian stations. They are utilized partly to show the weather conditions to the north-west of India, and partly to test the marine data furnished by vessels in the neighbouring sea areas.

In the weather charts accompanying these reports are shown the distribution of pressure, the wind and chief features of the weather. The isobars are as a rule drawn for differences of ·05″. The chief features of the presure changes and conditions are indicated in the chart, so far as possible, by words. The winds are shown in the usual manner by arrows. As it is not possible to adopt a common standard of strength for winds at sea and on lands, no attempt is made to indicate the force of the land winds. A reference to the India Weather Report of the date will give, in any case, full information.

In the case of the wind observations at sea, the force of the winds i indicated by the number of feathers attached to the arrows. Certain symbols are also employed to show the character of the weather and state of the sea. The following gives a list of the symbols used in the charts :—

Wind force.	Symbol.	Weather and Sea.	Symbol.
0 to 1	Arrow without feather..	Clear	b
2 to 3	Arrow with one feather.	Cloudy	c
4 to 5	„ „ two „ ...	Overcast	o
6 to 7	„ „ three „ ...	Rain	r
8 to 9... ...	„ „ four „ ...	Sea	s
10 to 11 ...	„ „ five „ ...	Squally	q
12	„ „ six „ ...	Thunder and Lightning.	t
Variable ...			

Different intensities of rain, sea, squally weather, thunder and lightning are indicated by the addition of one to three bars underneath, *e.g.* :—

Rain.	Symbol.	Sea.	Symbol.
Showery ...	r	Slight sea	s
Moderate rain...	r	Rough sea	s
Heavy rain ...	r	High sea...	s
Torrential rain .	r	Tremendous sea ...	s

Squally weather	Symbol.	Thunder and Lightning.	Symbol.
Light squalls ...	q	Distant	t
Moderate squalls	q	Approaching	t
Hard squalls ...	q	Heavy	t
Terrific squalls.	q	Incessant	t

It may be noted that in the charts temperature is said to be normal when the mean temperature of the previous twenty-four hours varies less than 1° from the normal temperature of the date. When the mean temperature variation ranges between 1° and 3° it is termed slight, when between 3° and 5° considerable, and when over 5° large.

JOHN ELIOT,

Meteorological Reporter to the Government of India.

BOMBAY CHAMBER OF COMMERCE 13*th July* 1893.

The METEOROLOGICAL REPORTER to the GOVERNMENT of INDIA, Simla.

SIR,—In reply to your circular letter No. $\frac{S}{457}$, of the 30th ultimo, I am directed to inform you that this Chamber would be glad to receive one copy of the daily weather charts therein referred to.—I have, &c.,

JOHN MARSHALL, *Secretary.*

No. 546-S.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIMLA, 1*st August* 1893.

SIR,—In continuation of the previous correspondence, I have the honor to forward per packet post a set of the Marine charts for the Indian sea and land area for the period from 1st February to 22nd March 1893, (together with a copy of the memo previously sent with the set for January 1893) for the use of your office.

I have also the honor to inform you that these charts will be forwarded in weekly instalments in future.—I have, &c.,

JOHN ELIOT,
Meteorological Reporter to the Government of India.

BOMBAY CHAMBER OF COMMERCE, 8*th August* 1893.

The METEOROLOGICAL REPORTER to the GOVERNMENT of INDIA, Simla.

SIR,—I have the honor, by direction of the Committee of the Chamber of Commerce, to acknowledge, with thanks, the receipt of a set of Marine charts for the Indian sea and land area for the period from 1st February to 22nd March 1893, forwarded with your letter No. 546-S. of the 1st instant.—I have, &c.,

JOHN MARSHALL, *Secretary.*

No. 3933 OF 1893.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 31*st October* 1893.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith for the information of the Chamber of Commerce, Bombay, a copy of the Resolution of the Government of India, Revenue and Agricultural Department (Meteorology), $\frac{\text{No. } 61}{58}$ Met., dated 6th October 1893, reviewing the Annual Report on the Administration of the Meteorological Department for 1892-93.—I have, &c.,

W. L. HARVEY,
Under-Secretary to Government.

Circular No. $\frac{16}{58}$ MET.

EXTRACT FROM THE PROCEEDINGS OF THE GOVERNMENT OF INDIA IN THE REVENUE AND AGRICULTURAL DEPARTMENT, No. (METEOROLOGY),—DATED SIMLA, THE 6TH OCTOBER 1893.

READ—

Letter from the Meteorological Reporter to the Government of India, No. 4098, dated 11th September 1893, submitting the Annual Report on the Administration of the Meteorological Department for the year 1892-93.

RESOLUTION.

During the year Mr. H. F. Blanford, who retired in 1889 after controlling the Department for 15 years, died in England. His services to Meteorological science in this country, which were acknowleged on his retirement, only ceased with his life, for he continued to work enthusiastically for the Department until the end. The Government of India deplore the loss of so valuable a worker, whose labours have greatly improved the knowledge of the weather and climate of India, and whose work, both as the administrator of the Indian Meteorological Department and as an independent investigator, has given him a prominent place amongst meteororologists.

2. The number of observatories in charge of the Meteorological Department has risen from 154 in 1889-90 to 174 in 1892-93. The battery of observations in the Mysore State referred to last year was completed by the establishment of three second-class stations at Chitaldrug, Mysore and Hassan. Ten of the fourteen observatories sanctioned in the previous year were established during the year under report in the North-Western Provinces and Oudh, in Burma, of the

North-West Frontier, and in Persia. Arrangements were also made to obtain Meteorological observations from Muscat and several stations on the Indo-European line of telegraph. In connection with these latter stations the officers of the Telegraph Department rendered cordial and useful help, and the thanks of the Government of India are due to them as well as to the officers of the Survey Department who have permitted the establishment of observatories both at the tidal stations of Muscat and Minicoy and at the Trigonometrical Office in Dehra Dun. The observatories maintained by Municipalities did good work, and the Government of India would be glad to see this class of observatories extended.

3. With the co-operation of the Foreign Department it has been possible to extend the area of snowfall registration, and the intelligence now received gives fairly comprehensive and accurate information regarding the Eastern and Western Himalayan region, Lower Thibet, Afghanistan, and Baluchistan. The valuable information recorded last cold weather by 25 observers regarding the character and distribution of the snow-fall was of considerable service in the preparation of a forecast of the south-west monsoon for the present summer.

4. The registration of rainfall continued to receive attention. Native States have been supplied with 81 rain-gauges during the year and British Provinces with 130. The local reports indicate an improvement as regards the inspections of rain-gauge stations by District Officers. The Government of India trust that this improvement will continue, and that provincial authorities will endeavour to secure systematic and adequate inspections. Credit is due to the officers of the Meteorological Department itself for the active inspection conducted by them.

5. A more than usual amount of work was done under the head of Marine Meteorology. Data from ships' logs are now collected systematically and published as promptly as circumstances allow, and a daily chart is issued which includes the marine area. It is hoped that valuable information will thus be recorded regarding the early stages of Meteorological change which are not indicated by coast or inland observations taken in India.

6. The Government of India, recognise the value of the estimates obtained from short forecasts of the autumn rains and of the cold weather rains and snowfall. The anticipations in the forecasts of the year under report were on the whole satisfactory in accordance with actual results. In regard to the winter forecasts, Mr. Eliot remarks :—"The methods of forecasting the cold weather rainfall have not been fully worked out, but much attention is being devoted by the department to the conditions of its occurrence in the hope that it may be possible to issue useful forecasts of the rainfall of that period."

7. Storm and flood warnings were found useful and efficient. Telegrams were sent daily to the Camp of Exercise at Muridki, and the report on the experiment warrants the belief that telegraphic information of the kind would be of practical use to troops in the field. The warning of seaports was for the most part timely and satisfactory. Attention is being specially devoted to this subject, and particularly to the

improvement of the code of signals. The assistance already given in the development of sea-warnings by shipowners and masters and the marine authorities merits the thanks of Government.

8. The Government of India are glad to notice the large amount of inspection done during the year, and the continued improvement in the condition of the observatories, as well as the arrangements made during the year in the Provinces for the publication of rainfall data. The weather was unfavourable for actinometric work at Simla. The meteorological observations in forests were continued as in previous years, and the data for the past six years will, it is hoped, shortly be reported upon by the Meteorological Reporter of the North-Western Provinces and Oudh.

9. As usual, the publications of the department record much valuable work. Arrangements which were made to publish the meteorological observations taken at Trevandrum by the late Mr. Allen Broun from 1853 to 1864 are progressing satisfactorily, and the first of the publications will probably be issued next year. The monthly weather review has not issued as punctually as might be desired, but there have been difficulties in the way of its publication and the Meteorological Reporter is doing his best to ensure its prompt issue in future.

10. The thanks of the Government of India are again due to Mr. Eliot, to his assistants, and to the Provincial Reporters for the work done.

Order,—Ordered, that the foregoing Resolution be forwarded to the several departments of the Government of India; to Local Governments and Administrations; to the Director-General of Telegraphs; to the Surveyor General of India; to the Surgeon-General with the Government of India; and to the Meteorological Reporter to the Government of India.

Ordered also, that it be published in the Supplement to the *Gazette of India*.

[True Extract.]

E. C. BUCK,

Secretary to the Government of India.

APPENDIX II.

CROP REPORTS AND FORECASTS.

No. $\frac{479}{53}$

REVENUE AND AGRICULTURAL DEPARTMENT.

From J. W. P. MUIR-MACKENZIE, Esq., C.S., Under-Secretary to the Government of India.

To the SECRETARY to the BOMBAY CHAMBER of COMMERCE.

CALCUTTA, 1*st March* 1893.

SIR,—In continuation of the correspondence ending with this Department's letter No. 1510/2 A, of the 6th July 1892, I am directed to forward for the information of the Chamber, a copy of the orders which have been issued by the Government of India for the preparation of the final forecast reports on crops.—I have, &c.,

J. MUIR-MACKENZIE, Under- Secretary.

Circular $\frac{8}{9}$

Revenue and Agriculture Department.
Agriculture.

From J. W. P. MUIR-MACKENZIE, C.S., Offg. Secretary to the Government of India.

Dated CALCUTTA, 21*st December* 1892.

SIR,—With reference to the reply conveyed in your letter No. dated , to this Office Circular No. 23, dated 18th August 1891, I am directed to invite attention to the form enclosed with this letter, and to ask that it may be used in submitting the final crop forecasts of the Province of

2. I am also to request that the appended memorandum of suggestions may be conformed to in the compilation of these forecasts as nearly as the circumstances of your Province admit. Particular importance is attached to the suggestions in paragraph 4.

3. I am to explain that the Government of India are well aware of the inconvenience involved in a disturbance of arrangements in connection with the village records, and will be content if changes suggested in the memorandum are introduced gradually.—I have, &c.,

J. W. P. MUIR-MACKENZIE,

Offg Secretary to the Government of India.

To the Secretary to the Government of Madras.
" " " " of Bombay.
" " " " of Bengal.
" " " " of the North-Western Provinces and Oudh.
" " " " of the Punjab.
" Chief Commissioner of the Central Provinces.
" " " " of Burma.
" " " " of Assam.
" Secretary for Berar to the Resident at Hydrabad.

Circular No. $\frac{48}{9}$.

COPY forwarded to the Foreign Department for favour of communication to Political officers of Native States who submit crop forecasts.

By Order,
E. D. MACLAGAN,
Offg. Under-Secretary to the Government of India.

Final Forecast of the Crops in the Province for the year A. D.

District.	Area under the crop.	Normal area, i.e., average area under the crop for the preceding years.	Percentage of column (2) on column (3).	Estimated yield of column (2) at full standard rates.	Estimated yield of the present year.	Normal out-turn, i.e., average out-turn of the preceding years.	Percentage of column (6) on column (7).
1	2	3	4	5	6	7	8

Columns 2 and 3 should be given in acres; columns 5, 6, 7 should be given in tons for wheat and oilseeds, in cwts. for rice, and in bales of 400 lbs. for cotton. For other crops the weight should be given in tons, cwts., or lbs. as may be found convenient.

MEMORANDUM.

With the intention of securing greater accuracy in the system of estimating the outturn of harvests and uniformity in the exhibition of the statistics embodied in the final forecast reports on crops, the Government of India, in August 1891, called for information regarding the system at present adopted in each province and circulated a form of statement for criticism. The replies received afford useful information and suggestions as to the method of calculating harvest yields, and they are printed as an appendix to this memorandum.

2. The system generally followed is, that the area under crop being measured and accurately known, the outturn in annas is calculated by some officer for a certain area. The area and estimated outturn are reported to the Director of the Agricultural Department. For each area reported on, the Director has by him a standard of outturn per acre corresponding to a 16-anna crop, and by applying this he gets the estimated outturn. Thus if y represents the standard outturn per acre, and a 12-anna crop on x acres is reported, the outturn is estimated at 12-16 $x\ y$. The area and estimated outturn of the province are then reported to the Government of India, by whom the provincial statistics are published in a combined form.

There are thus three items in the estimate, *viz.*, the "area," the "fraction," and the "standard."

3. As regards the area, there exists in the village establishments of most provinces, an agency capable of reporting the acreage of crops with great accuracy wherever the fields have been mapped and surveyed. But, although yearly diminishing in extent, there are still important tracts for which at present statistics are not available, owing to the absence of maps or the non-existence of trained village establishments. For these tracts the areas as well as the outturn cannot be more than an estimate. These area-estimates, once framed, are too often allowed to become stereotyped and repeated year after year without regard to the influence of exceptional seasons or changes in the economical condition of the tracts. They should be revised with care annually by comparison with the conditions prevailing in surrounding areas of a similar character for which accurate information is available, and by means of such special enquiries as may be possible. To this end the estimates of unsurveyed areas, where they are large and important, should be shown separately in the returns from the figures relating to surveyed areas and should not be merged in the latter. This separation is already carried out to a large extent in the returns of agricultural statistics for British India.

4. In dealing with the calculation of areas, two other matters in which practice varies demand consideration, *viz.*, (1) whether the area returned should be the area sown or that successfully cropped, and (2) in the case of forecast crops which are sown mixed with other crops, whether the total area covered with the mixed crops should be exhibited, or an area calculated to represent the acreage covered by the forecast crop only.

As regards (1), the general rule should be that the returns should exhibit the areas actually sown, whether the crop comes to maturity or not. The failure of the crop should affect, not its area, but its outturn. An exception to this rule will, however, be made when fields, owing to the failure of the first sowings have been devoted to other crops. In this case the area first sown with the forecast crop may be omitted. As to (2), the areas covered by the several crops in a mixed field are at present estimated in various ways in the different provinces, and the most suitable method of calculation of them is a question of some difficulty. But for purposes at least of the forecast, the area to be returned must be the area covered by the forecast crop, exclusive of the area covered by the other crops with which it is mixed. However rough the estimate of the area of the forecast crop may be, it will be less far from the truth than a return of the area of the whole mixed field as the area covered by the single forecast crop.

5. With regard to the fraction to be employed in estimating the character of the harvest, the Government of India have already ruled that the anna system of notation with which native officials are familiar shall be generally adopted, and that sixteen annas should stand for an average crop and twenty annas for a bumper one. These instructions should be adhered to, and village officers should be instructed in their correct application. It is believed that in some parts of India the anna system has not a uniform application, and that an eight-anna crop, for instance, represents to the cultivator something more or less than a half of a sixteen-anna crop. In order to avoid any difficulties arising from this source, it will be advisable that, when the anna fraction is made use of in published reports to express the probable yield of the harvest, the outturn represented by the fraction should be stated at the same time.

6. The method of arriving at standards for the conversion of anna estimates is under separate consideration, in connection with the requisition received from the Secretary of State for India for periodical returns of the average outturn per acre of the principal crops. In view, however, of the fact that the accuracy of a standard bears necessarily an inverse ratio to the extent of the area for which it is framed, and that in some provinces extremely wide areas have been adopted for the framing of a single standard, it is desirable that some limit should be introduced as early as possible, in regard to the unit of area for which standards should be framed; and that ordinarily it should not be larger than a taluka or tahsil. To ensure the correct application of the standards, the areas for which fractional anna-estimates are made and reported should invariably correspond with those for which standards are framed. Experience has shown, moreover, that the anna-estimates of village-officers, when not systematically tested, become untrustworthy and misleading; and where they are not actually prepared by a responsible local official of rank, they should always be carefully checked by means of information independently collected from landholders. The resulting outturns for the province should also be tested in the office, in which the computation is made, by the light of trade returns, estimates of consumption (where such exist) and other congnate statistics. If the comparison indicates palpably misleading results in the crop returns, no time should be lost in amending the standards for the crops concerned.

7. Prefixed to this memorandum is the form of statement which should accompany the final forecast for each crop reported on. In previous instructions it has been laid down that the normal area and outturn should be calculated on the average of the last five years exclusive of exceptional seasons. Statistics are, however, now available for a considerable series of years, and it is no longer necessary to adhere to this scale. The normal area and outturn should be taken as the average of the whole period for which reliable data are forthcoming, irrespective of the character of the season, but the period upon which the calculation rests should be indicated in the return.

J. W. P. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

No. $\frac{8}{53}$.
Revenue and Agri. Dept.
Agriculture.

From J. W. P. MUIR-MACKENZIE, Esq., C.S., Under-Secretary to the Government of India.

CALCUTTA, 23*rd February* 1893.

SIR,—In substitution of the form of return to accompany the final forecast of crops, circulated with my letter No. 48—9 of the 21st December 1892, I am directed to forward the enclosed revised form which has been adopted to meet a suggestion made by the Chamber of Commerce, Bombay. The form differs from that previously circulated, only by the addition of columns to show the acreage and outturn of the year preceding the year of report. It is hoped that the small changes involved can be introduced without causing serious inconvenience.—I have, &c.,

J. W. P. MUIR-MACKENZIE,
Under-Secretary to the Government of India.

To—the Secretary to the Government of Madras.
" " " " of Bombay.
" " " " of Bengal.
" " " " of North-Western Provinces and Oudh.
" " " " of Punjab.
" Chief Commissioner, Central Provinces.
" " " Burma.
" " " Assam.
" Secretary for Berar to Resident, Hyderabad.

Circular No. $\frac{8}{53}$

Copy forwarded to the Foreign Department for favour of communication to Political Officers of Native States who submit crop forecasts in continuation of this Department's Circular endorsement No. 48—9 dated 21st December 1892.

By Order,
J. W. P. MUIR-MACKENZIE,
Under-Secretary to the Government of India.

Final forecast of the Crop in the Province for the year AD

District.	Acreage.					Outturn.				Percentage by which column 7 exceeds (+) or falls short of (—) outturn in :—		
	Of current year's crop.	Of previous year's crop.	Normal, *i.e.*, average of preceding years.	Percentage by which column 2 exceeds (×) or falls short of (—) area in		Estimated yield of current year, *i.e.*, of area in column 2.	Yield of area in column 2 at full standard rates.	Yield of previous year *i.e.*, of area in column 3.	Normal, *i.e.*, average of the preceding years.			
				Column 3.	Column 4.					Column 8	Column 9	Column 10
1	2	3	4	5	6	7	8	9	10	11	12	13.

Columns 2, 3, and 4 should be given in acres; columns 7, 8, 9 and 10 should be given in tons for wheat and oilseeds, in cwts. for rice and in bales of 400 lbs. for cotton. For other crops the weight should be given in tons, cwt. or lb. as may be found convenient.

No. 81.

BOMBAY CHAMBER of COMMERCE, *22nd March* 1893.

The SECRETARY to the GOVERNMENT of INDIA, REVENUE and AGRICULTURAL DEPARTMENT, Simla.

SIR,—I have laid before the Committee of the Chamber your letter No. $\frac{479}{63}$ of the 1st instant, with accompanying copies of the orders which have been issued by the Government of India for the preparation of the final forecast reports on crops.

2. For most provinces I am directed to say that the proposed form is considered very suitable, but the classified details furnished by Statement B, hitherto issued with the final Bombay Cotton Forecast, is of great necessity, and should, if possible, be continued. I am further directed to point out the importance of securing information from Rajputana and Central India as well as from Hyderabad. In the third general Memorandum of the Cotton Crop of the season 1892-93, dated Calcutta, 12th January 1893, the total area and estimated outturn of Rajputana is given and an attempt made to give the area this season in Central India, but to enable the trade to form some idea of the two leading varieties of cotton grown in these Provinces—Bengals and Oomras—it is necessary that details be given of each State. As the aggregates are given it is presumed that Government must be in possession of the details. My Committee believe that the Hyderabad Government have of late years prepared a report which, although crude and not very reliable as regards outturn, is still of some service, as it is possible to extract some information from it, and it might therefore be printed for what it is worth until better returns are available. District returns from Hyderabad would be exceedingly valuable for Bombay merchants as the exports thence reach us through and are classed as "Khandeish," "Barsi" and "Nugger," "Berar" and "Westerns," of which fully 50 per cent. must be this season Barsi and Nugger. Last season the local Director estimated the area at over $1\frac{3}{4}$ millions of acres; the year before at $2\frac{1}{4}$ millions of acres, and the respective outturns of lint at about 162,000 and 236,000 bales of 400 lbs. each, thus showing the importance of the province as a cultivator of cotton.—I have, &c.,

JOHN MARSHALL, *Secretary.*

No. 884
53

REVENUE AND AGRICULTURAL DEPARTMENT.

From E. D. MACLAGAN, Esq., C.S., Officiating Under-Secretary to the Government of India,

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIMLA, 21*st April* 1893.

SIR,—I am directed to acknowledge the receipt of your letter of the 22nd March last, communicating the views of the Chamber on the orders issued by the Government of India for the preparation of the final crop forecasts.

2. With reference to the suggestion that Statement B, appended to the final forecast of the cotton crop in Bombay, should continue to be published, as the details which it furnishes are of interest to the commercial community, I am to say that the Government of Bombay will be asked to issue the statement in question as heretofore with district details.

3. The annual statements of cotton cultivation in the Native States of Rajputana and Central India furnished to this Department have not hitherto been published, but as your Chamber now represents that the details for each State would be useful, the Government of India will arrange for the printing and distribution of the returns in future.

4. I am to add that as regards the statistics of cotton cultivation in the Hyderabad State, the Nizam's Government have been asked to consider whether they can publish a forecast with district details in the manner suggested by you.—I have, &c.,

E. D. MACLAGAN,
Officiating Under-Secretary.

BOMBAY CHAMBER of COMMERCE, 28*th April* 1893.

THE OFFG. UNDER-SECRETARY to the GOVERNMENT of INDIA,
REVENUE AND AGRICULTURAL DEPARTMENT, Simla.

SIR,—I am directed to acknowledge the receipt of your letter No. $\frac{884}{53}$ of the 21st instant, on the subject of the preparation of the final crop forecasts, and to convey the thanks of the Committee of the Chamber for the prompt manner in which you have responded to their request.—I have, &c.,

JOHN MARSHALL, *Secretary.*

APPENDIX JJ.

MERCANTILE AND TRADE MUSEUMS.

No. 1336 of 1893.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 17*th April* 1893.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the correspondence ending with your letter dated 1st August 1889, in which the Chamber of Commerce, Bombay, furnished Government with the opinion of the Chamber as to the expediency and practicability of the formation of a Mercantile and Trade Museum in Bombay, on the model of those in Germany. I am directed to forward herewith copies of the papers noted in the *margin and to request that you will be so good as to favour Government with the opinion of the Chamber as to whether the scheme for the establishment of a Trade Museum as now proposed is likely to be accepted as useful to the commercial community.—I have, &c.,

* Letter from the Secretary and Curator, Victoria and Albert Museum, No. 936, dated 7th January 1890, paragraphs 1 to 4.
Letter from the Secretary and Curator, Victoria and Albert Museum, No. 1087, dated 4th March 1890.
Letter from this Government to the Government of India, No. 1587, dated 14th May 1892.
Letter from the Government of India, No. 285-15, dated 25th January 1893.
Memorandum by Mr. E. Thurston, Officiating Reporter on Economic Products to the Government of India, dated 24th February 1893.
Memorandum by the Secretary and Curator, Victoria and Albert Museum, dated 28th February 1893.

W. L. HARVEY,
Under-Secretary to Government.

No. 936 of 1889-90.

The SECRETARY and CURATOR, VICTORIA and ALBERT MUSEUM, Bombay.

To the UNDER-SECRETARY to GOVERNMENT, GENERAL DEPARTMENT, Bombay.

BOMBAY, 7*th January* 1890.

SIR,—With reference to your letter No. 3761 of the 11th September last, I have the honour to state that as desired by Government in your letter under reply I have consulted the Foreign Consuls in Bombay and find that opinion is divided among them. Of those who have favoured us with a reply the Consuls for the United States America,

Austria and Hungary, France and Portugal, are in favour of establishing a museum ; whilst the Consuls for Belgium, Sweden and Norway, Italy and Spain, do not think such an Institution would be of use to foreign travellers passing through Bombay.

2. From the information received from the Consuls I find that the articles most in demand are the various Raw Products—Cottons, Sunn, Hemp, Jute, and all other fibres ; cereals, such as wheat, the different varieties of rice, pulses and all other food-grains : gums and resins ; oilseeds and vegetable fats ; Dyes and Tans ; pharmaceutical drugs, &c. Among the manufactures the articles that find favour in foreign countries are gold and silver brocades, brasswork, sandalwood work, lacquered ware, rugs and carpets, gunny cloths, coir mats, Cashmere shawls and Indian curiosities. The Austro-Hungarian Consul adds on the subject as follows :—"I am certain of this, that the more articles will be included in the Museum planned by Government, the more likely it is that the studious traveller will find one or the other of them to suit the requirements of his country."

3. I have stated in my letter No. 1016 of the 14th March last, that the Victoria and Albert Museum staff could overtake the work of collecting the information that might be required as to prices, weights, measures, etc., but the staff as it is will not be enough for the working of the Institution. In the U. S. of America, Germany, Austria, Russia, France and Portugal where such Museums have been permanently established the staff consists of one Superintendent, from three to six Curators, as many Assistant Curators with Laboratory Assistants and a separate establishment of from six to twelve clerks for the information office. In my opinion there will be no difficulty in carrying out the proposed scheme if Government will be pleased to sanction the following establishment to begin with :—

1 Curator	Rs. 300
1 Assistant Curator	150 rising to 200
1 Head Clerk	50
1 Second Clerk	30
1 Havildar	12
2 Peons	20
3 Peons	27
1 Hamal	8
2 Ramoshis	22
	Rs. 649 per mensem.

The present establishment amounts to :—

1 Curator...	Rs. 200
1 Office Assistant	75
1 Museum Assistant	50
2 Laboratory Assistants...	45
6 Peons	58
2 Ramoshis	22
	Rs. 450 per mensem.

This makes an additional expenditure of Rs. 199 per mensem. When we have the proposed turnstiles put up at the door the present Museum Assistant might be released from attendance at the door and assigned the post of Head Clerk on his present salary. A second clerk will be required and at least one additional peon or hamal.

4. When once the articles are systematically arranged and named, catalogues should at once be drawn up and printed for the use of the public. The office would form the information Office, and it would be arranged, and the work of the clerks under the curator and Assistant Curator defined, so as to enable visitors and others to obtain at once the information sought for.– I have, &c.,

* * * * *

D. MACDONALD, M.D., Secretary and Curator.

No. 1087 of 1889-90.

From the Secretary and Curator, Victoria and Albert Museum, Bombay.

To the Chief Secretary to Government, General Department, Bombay.

Bombay, 4*th March* 1890.

Sir,—In returning the papers accompanying your letter No. 897 of the 26th ultimo, I have the honour to state that my proposal was that the Trade Museum, if established by Government, should be located in the Victoria and Albert Museum. With regard to the collection of Natural History specimens at the Victoria and Albert Museum (which is not a large one), I beg to state that such specimens as are valuable for general reference might be accommodated in two of the side-rooms, and this would leave ample space for the new Trade Museum, especially at the outset. The Raw Products and such artware as the Victoria and Albert Museum has been able up to date to collect might then be arranged in the space made for them by the removal of the Natural History specimens. They would constitute the nucleus of the New Trade Museum. The Natural History Department should be discontinued except when the new duties permitted the carrying on of the work ; and the same staff, with the additions proposed, could be employed in connection with the two Museums combined, the estimated cost of the establishment being Rs. 7,788 as mentioned in my letter No. 936 of the 7th January 1890. –I have, &c.,

D. MACDONALD, M.D., Secretary and Curator.

No. 1587 of 1892.

General Department,

Bombay Castle, 14*th May* 1892.

From T. D. Mackenzie, Esq., I.C.S., Chief Secretary to the Government of Bombay.

To Sir E. C. Buck, Kt., Secretary to the Government of India, Revenue and Agricultural Department, Simla.

Sir,—The question of establishing a Mercantile and Trade Museum in Bombay on the model of those in Germany has been under the consideration of this Government for some time past. Doctor D. Macdonald, Secretary and Curator of the Victoria and Albert Museum at Bombay, who was consulted in the matter, proposes to work a Trade

Museum in conjunction with the Victoria and Albert Museum, and to locate it in the same building as the latter, utilizing the staff thereof with certain additions. The additional establishment is estimated to cost about Rs. 2,400 a year. It has been ascertained that there will be ample space in the Victoria and Albert Museum for the new Museum, especially at the outset. The raw products and such art-ware as the Victoria and Albert Museum has been able up to date to collect, will constitute the nucleus of the new Museum. On a careful consideration of the reports submitted by Doctor Macdonald, His Excellency the Governor in Council is convinced of the advantages resulting to the commerce of the country from the establishment of such an institution, and is disposed to sanction the scheme proposed by him. The Municipal Corporation, Bombay, has consented to make a grant equal to a moiety of the proposed increased cost not exceeding Rs. 100 per mensem for a period of five years.

2. In consideration of the additional duties that will devolve on the Curator, Victoria and Albert Museum, it is proposed to increase that officer's pay by Rs. 100 per mensem. Doctor Macdonald's present salary is Rs. 700 per mensem made up as follows :—

Professor of Botany, Grant Medical College.....	Rs. 200
Professor of Biology, Elphinstone College	„ 300
Secretary and Curator, Victoria and Albert Museum...	„ 200
Total.....	Rs. 700

He further receives at present Rs. 300 per mensem as Registrar of the Bombay University. The appointment is a biennial one ; the holder of it being, however, always eligible for re-election by the Senate. I am directed to request that you will be so good as to move the Government of India to obtain the sanction of Her Majesty's Secretary of State to the grant of the increase. The proposed increase is included in the extra charge of Rs. 2,400 per annum above referred to.—I have, &c.,

T. D. MACKENZIE,
Chief Secretary to Government.

No. $\frac{285}{15}$.

Revenue and Agri. Dept.
Museums and Exhibitions.

From SIR E. C. BUCK, KT., C.S.I., Secretary to the Government of India.

To the SECRETARY to the GOVERNMENT of BOMBAY.

CALCUTTA, 25*th January* 1893.

SIR,—In continuation of correspondence ending with Mr. Maclagan's letter No. 2398—36, dated 26th August 1892, on the proposal to establish a Trade Museum in conjunction with the Victoria and Albert Museum, I am to intimate that, in consequence of the postponement of the Art Conference at Lahore of which the Bombay Government was advised in my telegram No. 156, dated 12th instant, the subject cannot be now dealt with as suggested in the letter of August.

2. As, however, Mr. Thurston, Superintendent of the Madras Government Museum, and now officiating as Reporter on Economic Products, will shortly be required, in connection with collections for the Imperial Institute, to visit Bombay, I am to suggest that, with the permission of His Excellency the Governor, that officer may be allowed to discuss the subject with such authorities as the Bombay Government may wish, and, if so desired, to submit a note on the subject for the consideration of His Excellency the Governor in Council.

3. I am to add that this course commends itself to the Government of India in view of the desirability of setting on foot all arrangements for the promotion of Indian trade and commerce connected with museums on an organised and systematic plan. It seems, for instance, advisable that the basis of all commercial collections should be the Dictionary of Economic Products which has been prepared in a form adapting it to be a descriptive catalogue of commercial collections in museums. It has been accepted as such at the Imperial Institute as well as in the Indian Museum at Calcutta. It has also been determined that investigation connected with Economic Products should in future years, both in England, where it will be conducted by the Imperial Institute authorities, and in India, where it will be maintained by the Reporter on Economic Products, be referred to collections based upon the Dictionary of Economic Products.

4. The Museum at Madras will, on its commercial side, probably be brought into close connection with the Economic Courts at Calcutta and the Imperial Institute, and enquiries instituted in Madras made in continuous communication with the Economic Reporter's office. Mr. Thurston, who is now engaged in arranging the Court of Economic Products in the Indian Museum, will be in a position to explain in what way it is expected that the Provincial Museum at Madras and the National Museum at Calcutta should, at the same time that they do independent work, be made to co-operate and to develope an uniform system, on the understanding that this condition does not imply any sort of dependence or subordination of the Provincial Museum authorities to the Central Office. Possibly some similar plan may commend itself to the Government of Bombay.

5. If His Excellency the Governor in Council accepts the suggestions made in the preceding paragraphs, the Government of India will await a further communication from the Bombay Government when they have considered any reports which may be submitted in connection with Mr. Thurston's discussions with the local authorities. I am only to add that His Excellency the Governor General in Council would be glad to be assured, when any further scheme is submitted, that it is likely to be accepted as useful to the commercial community.—I have, &c.,

E. C. BUCK,
Secretary to the Government of India.

Accompaniment to the letter from Mr. E. Thurston, No. 1-A, dated 24th February 1893.

MEMORANDUM ON THE PROPOSED MERCANTILE AND TRADE MUSEUM.

The Victoria and Albert Museum is unfortunately too far removed from the business centre of the city to be easy of access for the purpose of reference. But if, as it developed, the proposed Mercantile and Trade Section was found to be fulfilling a useful function, the question of transferring this section to a more central situation would doubtless be considered.

2. In the absence of an officer who could devote his whole time to the interests of the Museum it would be impossible to organise a Trade Museum on the elaborate scale of the Commercial Museum at Frankfort (situated in the Exchange Buildings) which is under the patronage of the Government, and includes an Export and Import Section, and an Information Office containing statistics of every description, technical and commercial periodicals, guides and directories, custom-tariffs, &c. Such an Institution was in fact, I believe, considered unnecessary for Bombay by the Chamber of Commerce a few years ago.

3. Much good work could, however, be done, as an initial step, by the systematic organisation of collections illustrating the major and minor products which are of present commercial use or possible future commercial utility, and the exports of the Bombay Presidency only, arranged in such a manner as to be useful for the purpose of study and, at the same time, attractive to the general public. These collections should be exhaustive, and convey all possible information regarding the various products in both the raw and manufactured state.

4. Taking as an example the collection illustrating the most important Bombay product—cotton—this should be based on the same lines as the collections which have recently been made for the Imperial Institute, and comprise the following :—

(*a*) Samples of kapas and ginned fibre of the best description of each variety cultivated in the Presidency.

(*b*) Framed specimens (dried and mounted) of the different varieties of cotton cultivated in the Presidency, to show the characters of the leaves, flowers, &c.

(*c*) Sample bales of the best descriptions of cotton available for the Bombay trade under their commercial names.

(*d*) A collection of local manufactures, *e. g.*, home-spun yarns and threads, piece-goods, saris, carpets, &c., made by native weavers and at the jails.

(*e*) A collection illustrating the manufactures of the principal mills (subject to the approval of the Cotton Millowners' Association.)

(*f*) Maps or diagrams, to give an approximate idea of the cultivation of trade descriptions in the cotton-producing districts of the Presidency.

5. The following examples will serve to illustrate in what manner Sir Edward Buck's suggestion* that the Trade Museum, should cooperate with the Economic Section of the Calcutta Museum, which is under the care of the Reporter on Economic Products, could be carried out :—

*No. 285—15, dated 25th January 1893.

(*a*) *Mica.*—In the course of a recent enquiry into this important mineral, the Superintendent of the Madras Museum supplied me with information concerning, and specimens of, the Mica which has, during the last few years, been extensively worked in the Nellore District. Typical series of specimens of this Mica are now exhibited in the Calcutta and Madras Museums. A further series of specimens has been sent to the Imperial Institute for exhibition and examination by experts, and a hand-book has been prepared, for distribution and sale at the Institute, in which details are given concerning the occurrence, uses, value, &c., of Indian Mica. Mica is stated "to be found in considerable quantity near Jambagaum (? Jambughoda) 30 miles west of Chhota Udepur in Rewa Kantha and in the Shahbandar Taluq of the Karachi District." The Trade Museum would have been able to render assistance in the recent enquiry by obtaining more detailed information as to the quantity, value, &c., of the Mica in these localities, and specimens for comparison with those obtained from the Mines in Bengal and Madras.

(*b*) *Catechu* (*Cutch*).—The Bombay Chamber of Commerce, at my request, recently collected for the Imperial Institute and Calcutta Museum samples of the different qualities of *Cutch* (catechu) which are sold in the Bombay bazaar. The varieties of *Cutch* (catechu) which are manufactured in the Bombay Presidency require investigation, and it would be the duty of the Trade Museum to possess a series of specimens illustrating these varieties, and to be able to give information as to their source, price, uses, &c.

(*c*) *Kut* (known commercially as Ooplate).—Specimens of this product of Kashmir, which is exported from Bombay to China and the Straits, where it is used as incense, were also recently collected by the Bombay Chamber of Commerce for the Imperial Institute and Calcutta Museum. The Trade Museum should be able to supply information as to the value of the export, season at which the product comes into the market, adulteration, &c.

(*d*) Interest has recently been aroused in connection with the possibility of exporting the fibres of the Palmyra Palm and "Sago Palm" (*Caryota urens* ; kittul fibre) to Europe for the purpose of brush manufacture. This subject is being investigated by me, in connection with the Imperial Institute, and the Trade Museum would be able to render very considerable assistance by ascertaining the quantity of fibre available in the Bombay Presidency, cost of collection and conveyance to the nearest seaport, &c.

These examples will, I think, suffice to illustrate in what manner the Bombay Trade Museum could, by means of its collections, and by carrying out independent research, co-operate with the Calcutta Museum without being in any way subordinate thereto, and in what manner it could be brought into the scheme in which the Calcutta Museum and Imperial Institute are included, all working together on one programme. The objects of the commercial collections which are being made for the Imperial Institute, and of the hand-books which accompany them are explained by Sir Edward Buck's preface to the accompanying hand-book on "Resin and Turpentine from Indian Pines."

6. In his No. 1016, dated 14th March 1889, Dr. MacDonald states that the consensus of local opinion seems to be that, so far as Bombay is concerned, an institution such as the proposed Mercantile and Trade Museum is unnecessary, as private enterprise and energy have done all that could be done, and very few Indian products have escaped the merchant's eye. This argument is undoubtedly sound when considered with reference to the major products, *e. g*, cotton, wheat, &c, but there are many minor products (including minor forest products) which, I again quote Dr. MacDonald, "*might* be made known, or if already known, pushed into greater consumption." These minor products it should be the duty of the Trade Museum, co-operating with the Calcutta Museum and Imperial Institute, to bring to notice and develop.

Leaving out of the question such well-known products as tea, coffee and cinchona, I may, as an example of the efficacy of Government agency in bringing a useful product to the notice of merchants, cite the recent successful introduction of the Padauk timber of the Andamans into the British, Continental, and American markets. This timber was selected as one of the first series of commercial products to be represented at the Imperial Institute, and a hand-book containing all the available information concerning it has been issued.

7. The Bombay Chamber of Commerce, no doubt, fulfils many of the requirements of an Information Office, such as has been referred to above in connection with the Frankfort Museum, but (leaving out of consideration the major products) it possesses no samples for inspection. According to my experience in connection with the Economic Section of the Calcutta Museum, where I am constantly being consulted by merchants, Foreign Consuls, etc., enquirers wish not only to gain information about, but also to see, specimens of the minor products ; and it is the minor products of the Bombay Presidency which, I think, the Trade Museum should be mainly concerned with. The Trade Museum should in fact fulfil a three-fold function, *viz.* :—

I. Exhibition and investigation of the minor products ;

II. Exhibition of the major products ;

III. Educational.

EDGAR THURSTON.

MEMORANDUM ON THE QUESTION OF THE ESTABLISMENT OF A TRADE MUSEUM IN CONJUNCTION WITH THE VICTORIA AND ALBERT MUSEUM, BOMBAY.

In my letter No. 1016 of the 14th March 1889, I stated that private enterprise had done much and that very few of the important Indian products had escaped the merchant's eye ; this opinion has been fully corroborated with regard to such major products as cotton, wheat, &c. Since I wrote the above I have found by personal experience that there are many minor products in our Presidency which should be made known or, if already known, might be pushed into greater consumptien as mentioned in my letter referred to above. In my annual reports from year to year, I have mentioned that enquiries with regard to certain products have been frequently made at the Victoria and Albert Museum, and that, in the absence of an organized system, I had given the enquirers such information as was available.

2. The Bombay Chamber of Commerce, the Pombay Trades' Association and the Bombay Cotton Millowners' Association do, to a certain extent, some of the work of the Information Office mentioned in connection with the Frankfort Commercial Museum referred to in my letter mentioned above, but at the same time the Chamber of Commerce, the Trades' Association, and the Millowners' Association have no specimens of the minor products for inspection ; and their work is chiefly confined to the major products. It will be the chief function of the proposed Trade Museum to exhibit a series of collections of the minor products, vegetable, mineral and animal, based on the arrangement adopted at the National Museum, Calcutta, and the Imperial Institue, London, and it it will be the duty of the Museum officers to investigate and develop such minor products as are of present commercial value or which may be of possible future commercial utility. The results of these investigations will be published in the form of hand books similar to those prepared by the Calcutta Museum authorities for the Imperial Institute Series.

3. I fully agree with Dr. Thurston in the opinion that the proposed Trade Museum should direct its attention mainly to the minor products of this Presidency and that the new Institution should fulfil a threefold function, *viz.* :—

1. The exhibition and investigation of the minor products of the Presidency.
2. The exhibition of the major products of the Presidency.
3. An educational Institution.

4. The expediency of having such an Institution in Bombay in conjunction with the Victoria and Albert Museum has been admitted by Dr. Thurston, but he is of the opinion that the proposed scheme should be carried out on the lines suggested by Sir E. C. Buck, Kt., C. S. I., Secretary to the Government of India in his letter No $\frac{235}{15}$ of the 25th Janurary 1893 to the Secretary to the Government of Bombay. The proposed Trade Museum if established on the lines suggested by Sir E. C. Buck would have a systematic arrangement of the

various series of collection illustrating all the major and minor products vegetable, mineral and animal, as well as the commercial exports of the Presidency, arranged in such a manner as to be useful to the special inquirer, and at the same time attractive to the general public. The collections would be exhaustive as far as practicable, and the office would supply all possible information regarding the commercial products, in both the raw and manufactured state. These collections would be classified on the plan used at the National Museum, Calcutta.

5. With regard to the suggestions made by Sir E. C. Buck, I am of opinion that the proposed scheme, if adopted as suggested by him in Bombay could be worked with advantage. The Bombay Institution would be brought into close connection with the Economic Courts at Calcutta and the Imperial Institute, and the results of experiments and any fresh knowledge acquired at any of the co-operating centres would be brought to a focus, and much time and labour would be saved, whilst the various co-operating Institutions would be kept informed of advances made in our knowledge regarding any of the products which had been made the subject of special investigation. The Victoria and Albert Museum officers would also have the special privilege of co-operating with the authorities in Calcutta and London, without being subordinate to them.

6. The proposals made by me in 1889 were proposals which I considered might at once receive the sanction of Government, as they were of very modest proportions, whilst the additional cost to Government was very small. I was of opinion that a year or two of actual experiment would supply Government and the Municipal Corporation with data which would enable them to judge of the advisability of enlarging the scope and work of the Trade Museum, which might even be made an institution separate and distinct from the Victoria and Albert Museum, if the results of several years' experiment seemed to justify such a course being adopted. In order that the scheme may pass into the experimental stage, I trust that the Government of Bombay will be pleased to recommend the Government of India to accord their sanction to the scheme at an early date.—I have, &c.,

D. MacDONALD, M.D.,
Secretary and Curator.

Victoria and Albert Museum, BOMBAY, 28*th February* 1893.

BOMBAY CHAMBER OF COMMERCE, 21*st April* 1893.

THE SECRETARY TO GOVERNMENT, GENERAL DEPARTMENT, Bombay.

SIR,—I have submitted to the Committee your letter No. 1336 of the 17th instant asking for the opinion of the Chamber as to the expediency and practicability of the formation of a Mercantile and Trade Museum in Bombay on the model of those in Germany.

2. The proposed scheme has had the most careful consideration of the Committee, who have also perused the

various documents attached to your letter; but they come to the conclusion that on the scale suggested and located in an out-of-the-way situation like the Victoria and Albert Museum, the scheme would have none of the elements of success, and would not be likely to prove of any practical value to the mercantile community.—I have, &c.,

JOHN MARSHALL, *Secretary.*

No. 1763 of 1893.

GENERAL DEPARTMENT.

BOMBAY CASTLE, 18*th May* 1893.

To The SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated 21st ultimo, stating that in the opinion of the Chamber of Commerce, Bombay, the scheme for the establishment of a Trade Museum in Bombay, referred to in my letter No. 1336, dated 17th idem, would, if it be started on the scale suggested, and if the Museum be located in an out of the way situation like the Victoria and Albert Museum, have none of the elements of success and would not be likely to prove of any practical value to the mercantile community. I am to request that you will be so good as to move the Chamber to favour Government with proposals on its own account as to the scale on which the proposed Trade Museum should be started, and the question of site, &c.—I have, &c.,

W. L. HARVEY.,
Under-Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 1*st June* 1893.

The UNDER SECRETARY to GOVERNMENT, GENERAL DEPARTMENT, Bombay.

SIR,—I have the honor to acknowledge the receipt of your letter No. 1763 of the 18th ultimo, requesting the Chamber to favour Government with proposals as to the scale on which the proposed Trade Museum should be started, as also on the question of a site, etc.

2. While deeply sensible of the courteous consideration shown by Government in thus soliciting the views of the Chamber, the Committee are of opinion that the question of erecting a Trade Museum in Bombay has not sufficient interest for the members of the Chamber to induce them to formulate a scheme on the subject.—I have, &c.,

JOHN MARSHALL, *Secretary.*

APPENDIX KK.

SECOND CONGRESS OF THE CHAMBERS OF COMMERCE OF THE EMPIRE, 1892.

LONDON CHAMBER OF COMMERCE (INCORPORATED).

LONDON, 26*th May*, 1893

To the PRESIDENT, BOMBAY CHAMBER of COMMERCE.

REPORT BY THE COUNCIL OF THE LONDON CHAMBER OF COMMERCE ON THE SECOND CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE, HELD ON JUNE 28TH, 29TH, 30TH AND JULY 1ST, 1892.

SIR,—On the concluding day of the above Congress, at which your Association was represented last year, it was unanimously resolved, on the motion of Sir Donald A. Smith, K.C.M.G. (Montreal Board of Trade), seconded by Mr. C. McArthur (Liverpool Incorporated Chamber of Commerce) :—

> "That the London Chamber of Commerce be and is hereby requested to take the necessary steps for carrying out the several resolutions of this Congress of Members of Chambers of Commerce of the Empire."

The Organising Committee of the Congress, having completed the work for which it was constituted, was dissolved, and the duty of complying with the request of the Congress consequently devolved upon the Council, who, for the information of your Association, have now pleasure in reporting on the steps taken.

COMMERCIAL RELATIONS BETWEEN THE MOTHER COUNTRY, HER COLONIES AND DEPENDENCIES.

The resolutions passed by the Congress in this connection were :—

(1) "That, in the opinion of this Congress, it is expedient that arrangements should be devised to secure closer commercial union between the Mother Country and her Colonies and Dependencies."

Carried unanimously.

(2) "That in the opinion of this Congress any fiscal union between the Mother Country and her Colonies and Dependencies, by means of Preferential Duties, being based on Protection, would be politically dangerous, and economically disastrous ; and that the arrangement which, more than any

other, would conduce to an intimate commercial union, would be by our self-governing Colonies adopting, as closely as circumstances will permit, the non-protective policy of the Mother Country."

Carried, on a "vote by Chambers," by 47 to 34.

(3) "That this Congress is of opinion that every effort should be made by Her Majesty's Government to promote closer commercial relations between the United Kingdom and her Colonies and Dependencies, and to this end desires the abrogation of the European treaty clauses which at present hinder the same."

Carried unanimously.

(4) "That a Commercial Union on the basis of freer trade within the British Empire, would tend to promote its permanence and prosperity."

Carried unanimously.

Letters conveying these resolutions, and urging their favourable consideration, were addressed to the Prime Minister, the Secretary of State for the Colonies, and the President of the Board of Trade, whose acknowledgments are given in the *Appendix*.

BOARDS OF LABOUR CONCILIATION AND ARBITRATION.

The Congress unanimously adopted the following resolution :—

"That the frequent recurrence of Labour Disputes has caused and is causing great damage to the Commercial and Manufacturing interests of the Empire. That it is extremely desirable, in the best interests both of Employers and Employed that the re-adjustment of the rates and conditions of Labour, which from time to time is inevitable, should be brought about without the wasteful and calamitous results proceeding from Strikes and Lock-outs. And, that this Congress strongly recommends the formation of properly constituted Boards of Labour, Conciliation and Arbitration in all important centres of Industry and Commerce throughout the Empire."

A copy of this resolution was formally addressed to the Royal Commission on Labour, before which body Mr. S. B. Boulton (Chairman of the London Labour Conciliation and Arbitration Board), who moved the resolution, subsequently gave evidence.

The Council desire to draw the special attention of the Chambers of Commerce, Boards of Trade, and other organisations which were represented at the Congress, to the fact, that full effect can only be given to the decision of the Congress by their individual action. Anxious, however, to assist efforts in this direction, the Council forward by this mail a copy of the Rules and Bye-Laws of the London Board, which the two Annual Reports of the Board (also forwarded) show to have succeeded in operation, and which may form the basis of a practical consideration of the question by your Association.

As far as the United Kingdom is concerned, the progress made since last July has been considerable, as there are now in existence, or in course of formation, eighteen voluntary Boards of this character.

Having regard to the spread of the movement and its increasing importance, and to the necessity for securing statutory recognition of the Boards whilst retaining the voluntary character of the organisations, a Bill has been introduced into the House of Commons by Sir John Lubbock, Bart., M.P. (supported by Sir Albert K. Rollit, M.P., Sir Francis Powell, M.P., Mr. Charles Fenwick, M.P., Mr. George Howell, M.P., Mr. Mather, M.P., and Mr. Samuel Montagu, M.P.), of which the text will be found in the *Appendix*. The Right Hon. A. J. Mundella, M.P. (President of the Board of Trade), has also introduced a Bill on behalf of Her Majesty's Government, entitled "Labour Disputes Arbitration," of which the text is also given in the *Appendix*.

The Council will be pleased, at all times, to furnish information upon any points arising in connection with this matter, and they will be glad to learn from your Association what steps have been taken (or it is proposed to take), and with what result, to establish a Board in your locality.

CODIFICATION OF THE COMMERCIAL LAW OF THE EMPIRE.

The Congress adopted the following resolution :—

> "That the Bills of Exchange Act of 1882 and the Partnerships Act of 1890 having established the practicability and benefits of codifying British Commercial Law, it is highly expedient that the Commercial Law of the whole British Empire should now be embodied in a code ; and that, therefore, Government be memorialised by the Congress to initiate the steps necessary in order to the appointment for the purpose of drafting such a code, of a Commission, on which the United Kingdom, and all the Colonies and countries embraced in the Empire should be duly represented as far as possible."

The Council forwarded this resolution to the Prime Minister, the Lord High Chancellor, and the Secretary of State for the Colonies, urging them to favourably consider the suggestion of a Commission (*See Appendix.*) The reply of the Lord Chancellor (in which the Secretary of State for the Colonies concurs,) whilst sympathising with the objects expressed in the resolution, gives no hope that the suggested Commission will be summoned. As an earnest, however, of the Lord Chancellor's practical belief in codification, the Council note that his Lordship has already succeeded, this year, in passing through the House of Lords consolidating measures in regard to Bills of Sale and the Sale of Goods, those Bills now standing at the second reading stage in the House of Commons.

MERCHANDISE MARKS ACT.

The Congress carried the following resolution :—

> "That in the opinion of this Congress the general interests of the trade of the Empire render it eminently desirable that the provisions of the Merchandise Marks Act should be adopted and actively carried out in all British Colonies and Dependencies in the same manner as has produced such beneficial results in the Mother Country."

The Council communicated the resolution to the Secretary of State for the Colonies for such action as his Lordship thought best in the case of any Colony or Possession not yet enforcing provisions similar to those of the British Merchandise Marks Act. Special attention was called to the position of affairs in the Straits Settlements, and the action taken by the Secretary of State in this instance is shown by the letters reproduced in the *Appendix*.

BILLS OF LADING REFORM.

The Congress by a large majority resolved :—

> "That in default of a conference being secured between Merchants, Shipowners and Underwriters, for the purpose of settling Bills of Lading reform to the satisfaction and concurrence of all concerned, steps be at once taken by the Chambers of Commerce of the Empire to approach the Imperial Board of Trade with a view to having the question determined by Act of Parliament."

The Council are gratified to be able to report that, after somewhat prolonged preliminary correspondence, a practical commencement has been made with negotiations, between the Chamber and other interested parties, for the settlement of satisfactory Bills of Lading. In the first instance a Sub-Committee of the Australasian Trade Section of the London Chamber was appointed to meet representatives of the General Shipowners' Society, and, after several Conferences, agreement was come to on a variety of points in connection with Australasian Bills of Lading. Inasmuch as the specific alterations agreed to have been already notified to the Australasian Chambers of Commerce, it is not thought necessary to recapitulate them here. The Sub-Committee, in closing their report, "desire to record that, although the negotiations have been somewhat protracted in character, they have throughout been conducted in a fair and friendly spirit by the delegates of the General Shipowners' Society, who have evinced a wish to eliminate from the Bills of Lading those expressions by which the interests of the Merchants were prejudiced, and against which they were unable to protect themselves by insurance policies in customary manner."

Steps are in progress at the present time for bringing about similar conferences for the discussion of Bills of Lading affecting other markets, and the Council are hopeful that an equally favourable issue will eventually be reached, thus obviating an appeal for legislative interference.

COMMERCIAL EDUCATION.

The Congress unanimously carried the following resolution :—

> "That this Congress, having before it the Scheme for Junior and Higher Commercial Education promoted by the London Chamber of Commerce, and believing that systematic education of those destined for a commercial career is essential as a means of meeting foreign competition both in the Mother Country and her Colonies and possessions, as well as for providing efficient British clerks and assistants in commercial houses,

Resolves :—

(*a*) "That it be a recommendation from this Congress to the participating Associations to take all possible steps to secure the adoption in their respective localities of a course of Commercial Education best suited to local requirements;

(*b*) "That in order to encourage both schoolmasters and pupils, Members of these Associations should, as far as possible, give a preference, in employing youths, to those possessing Commercial Certificates;

(*c*) "That these recommendations be forwarded by the London Chamber of Commerce, in the name of the Congress, to the whole of the supporting Associations, together with documents relative to that Chamber's scheme, for their information and guidance."

The step to be taken by the Council is clearly defined in paragraph (*c*) in keeping with which they beg, formally, to bring the question under the notice of your Association. Under separate cover are forwarded you copies of the schemes for Junior and Senior Commercial Education adopted by the London Chamber, and the Council will be pleased to afford any further information you may require.

EMIGRATION AND COLONIZATION.

The Congress carried the following resolution :—

"That colonization, while equally desirable as an outlet for our congested population and for the development of the Colonies, can be carried out most successfully by individual energy and enterprise and private agencies supplemented by State aid."

The Council forwarded a copy of this resolution to the Secretary of State for the Colonies, whose acknowledgment appears in the *Appendix* and they would suggest that individual communications should be addressed by Colonial Associations to their respective Ministers who concern themselves with emigration and emmigration affairs.

THE DECIMAL SYSTEM.

The Congress unanimously carried the following resolution :—

"That the introduction of a decimal system of weights, measures and money is urgently needed, in order to increase our foreign trade, facilitate commerce, and render elementary education more effective and less expensive."

The Council forwarded letters, covering this resolution, to the Chancellor of the Exchequer, and to the President of the Board of Trade.

Moreover, an influential Deputation, organised by the New Decimal Association—which was initiated by the London Chamber of Commerce—waited upon the Chancellor of the Exchequer, on the 25th January last. Sir William Harcourt, in negativing the request for an

inquiry into the Decimal System, with a view to its eventual adoption for weights, measures and currency, adopted exactly the same line of argument as was on a former occasion followed by Mr. Goschen, namely, that before any Government could move in the direction of instituting the reform, the request must be backed up by a strong expression of public opinion.

By an extensive and active propaganda only, both at home and in the Colonies, can the question be advanced into the arena of "practical politics," and the Council are, therefore, only in a position to recommend increased local efforts in educating "public opinion" up to the necessary standard. When an impression has been made on the mercantile classes and on scholastic authorities, enabling them to realise the enormous saving of labour and of time, in business and in education, that would result from the adoption of decimalised weights, measures and currency, your Association will doubtless readily devise a means of bringing the question before the notice of the Legislature and other authorities whom it is necessary to influence.

IMPERIAL PENNY POSTAGE.

The Congress carried the following resolution :—

> "That in the opinion of this Congress the establishment of a uniform penny rate of postage between the Mother Country and her Colonies and Dependencies would not only tend to promote trade and freedom of intercourse throughout Her Majesty's Dominions, but would, in an eminent degree, foster and extend the cordial relations which at present exist between the various parts of the Empire. This Congress therefore respectfully urges Her Majesty's Government to take steps to secure, with the concurrence of the Colonial Governments, as speedily as may be, the establishment of a system of uniform penny postage throughout the whole of the British Empire."

The Council forwarded this resolution to the Postmaster-General (*see Appendix*,) and to the Chancellor of the Exchequer, while Home Chambers have in other ways endeavoured to secure a favourable consideration of the scheme, but so far without success ; although, from recent Ministerial declarations, there is reason to hope that with a favourable financial situation and, released from certain obligations already undertaken by the United Kingdom as a member of the International Postal Union, the concession will be made. Colonial Associations, the Council think, will aid considerably by bringing the question directly and specially under the notice of their respective Governments, so that they may be prepared to discuss the possibility of adopting the reform in the event of the Imperial Government broaching the subject.

LIGHT RAILWAYS.

The following resolution was agreed to :—

> "That in the interests of the community at large, this congress expresses its opinion that the construction of Light Railways should be carried out wherever necessary and practicable, especially in our Crown Colonies on the West Coast of Africa."

The Council forwarded this resolution to the Secretary of State for the Colonies in view of the last paragraph (*see Appendix.*)

ABOLITION OF THE LIGHT DUES.

The Congress agreed to the following resolution :—

"Whereas the system of maintaining the lighthouse service of a country by a tonnage tax on shipping entering its ports is inequitable and does not now generally prevail: and

"Whereas the continuance of this system in Great Britain has provoked a retaliatory tax on the shipping of this country by the United States, which is not imposed upon ships from countries enjoying a free lighthouse service, British shipowners being thereby placed at a disadvantage with their German competitors: and

"Whereas Canada, which maintains a free lighthouse service on its extensive coast line, suffers by reason of Canadian shipowners (when engaged in American trade) being compelled to pay, in addition to their share of the Canadian taxation, the dues in British ports and the retaliatory tax in the United States:—

"*Therefore resolved*—That this Congress take steps, by as Memorial to Her Majesty's Government, towards procuring such change in the system of maintaining the lighthouse service of Great Britain as will relieve shipping from any direct charge, therefor, and the shipping of the Empire from liability to retaliatory taxation by foreign countries."

The Council, by memorial for the skilful preparation of which they are indebted to Mr. B. Plummer, of the Newcastle-upon-Tyne Chamber of Commerce, brought this resolution under the notice of the President of the Board of Trade, reviewing in much detail the phases of enquiry, &c., through which the question has gone in the past. The text of the memorial is given in the *Appendix*, with the formal acknowledgment sent by Mr. Mundella. It being evident that further pressure is necessary to ensure the consideration of this question, the Council venture to think that force would be added to the recommendation of the Congress, if Colonial Associations would bring the subject before their respective Governments, in the hope that they might find an opportunity for conveying opinions, favorable to a change to the Imperial Government.

TREATIES WITH NATIVE TRIBES, AND TERRITORIAL DELIMITATION.

The Congress carried the following resolution :—

"That in the opinion of this Congress the interests of British trade are certain to suffer so long as the Government of this country does not, before recognizing treaties made by other nations with native tribes, or before settling questions of delimitation of territory with other Powers, put itself in communication with British merchants trading in or with the places in question, or with Chambers of Commerce possessed with informnation as to the interests involved."

The Council conveyed the terms of this resolution to the Prime Minister and to the Secretary of State for the Colonies, and the latter's reply will be found the *Appendix*.

CONCLUSION.

Although ten months have expired since the Congress was held, the Council have not, hitherto, thought it necessary to present a report of their stewardship, inasmuch as the political events of last year, and the necessarily slow progress of steps in regard to negotiations for the reform of Bills of Lading, did not enable an earlier record to be made of any actual results.

The great principles involved in some of the recommendations of the Congress themselves forbad rapid accomplishment. The Council are disposed to think that your Association, in common with others which co-operated in the gathering of last year, will not be discouraged by the meagreness of immediate success. In regard to Colonial matters, and certainly in respect of those questions that came before the Congress, no conferences or decisions of a conference have been more frequently alluded to in public procedings than has been the case with the Second Congress of Chambers of Commerce of the Empire.

The Council of the London Chamber of Commerce, in presenting this report, desire to express their earnest hope that the effects of the Congress may be perpetuated by the establishment of closer relations between all the Associations which were represented at the meetings; that in the future, far more than in the past, the co-operation of Home and Colonial Commercial Associations with your own will be sought and secured, when useful work of mutual interest can be performed.—We are, &c.,

W. H. WILLANS,
Chairman of the Council.

KENRIC B. MURRAY,
Secretary.

GENERAL ACKNOWLEDGMENT BY THE PRIME MINISTER.

10, Downing Street, Whitehall,

1*st November* 1892.

Sir,—I am desired by Mr. Gladstone to acknowledge the receipt of your letters of the 26th ultimo, forwarding copies of resolutions passed at the Congress of the Chambers of Commerce of the Empire in the months of June and July last.

These resolutions shall receive the careful consideration of Mr. Gladstone, and those of his colleagues who have immediate concern in the several topics dealt with.—I am, &c.,

GEO. H. MURRAY.

The Secretary to the London Chamber of Commerce.

COMMERCIAL RELATIONS.

ACKNOWLEDGMENT BY THE SECRETARY OF STATE FOR THE COLONIES.

COLONIAL OFFICE, DOWNING STREET,
25th November 1892.

SIR,—I am directed by the Marquis of Ripon to acknowledge the receipt of your letter of the 25th ultimo, enclosing resolutions adopted at the Second Congress of Chambers of Commerce of the Empire on the question of the desirability of promoting closer commercial relations between the United Kingdom and the British Colonies and Dependencies; and I am to state that his Lordship is fully alive to the importance of the question, and that he will not fail to give his careful consideration to the views expressed by the Congress.—I am, &c.,

JOHN BRAMSTON.

The SECRETARY to the LONDON CHAMBER of COMMERCE.

ACKNOWLEDGMENT BY THE PRESIDENT OF THE BOARD OF TRADE.

BOARD of TRADE, WHITEHALL GARDENS, S.W.,
October 29th, 1892.

DEAR SIR,—I am directed by the President of the Board of Trade to acknowledge the receipt of your letter of yesterday's date, together with resolutions of the Congress of Chambers of Commerce as to "Commercial Relations" and "Decimal Coinage," and I am to say that these resolutions shall receive his best consideration.

Yours truly,
FRANCIS J. S. HOPWOOD.

The SECRETARY to the LONDON CHAMBER of COMMERCE.

BOARDS OF CONCILIATION AND ARBITRATION.

TEXT OF BILL INTRODUCED BY SIR JOHN LUBBOCK, BART., M.P.

1. This Act may be cited as the Conciliation and Arbitration Boards Act, 1893.

2. In this Act the expression "Conciliation Board" means a Concilation and Arbitration Board registered under this Act.

3. Any board, established either before or after the *passing of this Act*, which is constituted for the purpose of settling disputes between masters and workmen by conciliation and arbitration, and which consists of any number of persons representing masters and workmen in equal proportions, may apply to the Board of Trade for registration as a Conciliation Board under this Act.

Such application must be accompanied by copies of its contitution bye-laws and regulations, together with such further information (if any) as the Board of Trade may require; and the Board of Trade

shall, if satisfied that such board consists of an equal number of representatives of masters and workmen, and that its constitution, bye-laws and regulations are reasonable and proper, thereupon enter its name and principal office, and such other particulars as the Board of Trade may think fit, in a register to be kept by the said Board under this Act. A Conciliation Board registered under this Act shall furnish such return, reports of its proceedings, and other documents as the Board of Trade may from time to time require.

A Conciliation Board registered under this Act shall, so long as its name remains on the register, be entitled to exercise the powers of this Act.

4. The Board of Trade, if satisfied that any board so registered has ceased to comply with the provisions of this Act, may remove its name from the register, and such board, after notice of such removal, shall cease to be entitled to exercise any of the powers of this Act.

5. Proceeding for the settlement of disputes between masters and workmen through the Conciliation Board shall be conducted in accordance with the rules set out in the schedule to this Act.

6. Any Conciliation Board, and any arbitrator or umpire appointed under this Act, shall have power in an arbitration or conciliation proceedings under this Act to examine on oath or affirmation the parties and witnesses appearing before them, and to administer an oath to, or take the affirmation of, the parties and witnesses accordingly.

7. Any party to an arbitration or conciliation proceedings under this Act may sue out a writ of subpœna ad testificandum, or a writ of subpœna duces tecum ; but no person shall be compelled under such writ to produce any document which he could not be compelled to produce on the trial of an action, nor to produce books or accounts of profit or loss, nor to produce the books or accounts of any trade union, nor to answer any question as to profit or loss, which he objects to answer.

8. (1.) A judge of the High Court may order that a writ of subpœna ad testificandum or of subpœna duces tecum, shall issue to compel the attendance in an arbitration or conciliation proceedings under this Act of a witness, wherever he may be within the United Kingdom.

(2.) A judge of the High Court may also order that a writ of habeas corpus ad testificadum shall issue to bring up a prisoner for examination in an arbitration or conciliation proceedings under this Act.

9. Any person who, being examined on oath or affirmation, wilfully and corruptly gives false evidence in an arbitration or conciliation proceedings under this Act, shall be guilty of perjury as if the evidence had been given in open court, and may be dealt with, prosecuted, and punished accordingly.

10. A Conciliation Board, or any arbitrators or umpire appointed under this Act, shall have power to correct in an award any clerical mistake or error arising from any accidental slip or omission.

11. If an arbitrator or an umpire dies, or refuses to act, or becomes incapable of acting, his place shall as soon as practicable be supplied by the Conciliation Board, or by the Board of Trade, in the case of an umpire appointed by that Board.

12. Where the parties to any labour or trade dispute arising out of an existing agreement, enforceable at law, have agreed in writing to submit the matters to arbitration under this Act, the award on such submission shall be final, and may by leave of the High Court or a judge be enforced in the same manner as a judgment or order of the High Court to the same effect.

Provided always that nothing in this Act shall be taken to authorize a Conciliation Board, or any arbitrators or umpire, to fix compulsorily a rate of future wages, or price of labour or workmanship, at which the workmen in future shall be paid, save as hereinafter provided.

13. If both or all the parties to any labour or trade dispute have agreed in writing to submit to arbitration under this Act any question dealing with the rate of future wages, or price of labour or workmanship and have each voluntarily deposited with the Conciliation Board a sum of money, or satisfactory security for a sum of money, to be forfeited as a penalty by such party if he breaks the award when made, the Board, or arbitrators, or umpire, may insert in the award a clause providing that such penalty shall in the event of breach of the award by either party be paid over to the other party, and such penalty, if incurred, may be recovered in a summary manner.

14. The provisions of the Arbitration Act, 1889, shall not apply to arbitrations under this Act.

15. The following Acts are hereby repealed; that is to say:—

The Masters and Workmen Arbitration Act, 1824.

The Councils of Conciliation Act, 1867.

16. This Act does not extend to Scotland or Ireland.

BOARDS OF CONCILIATION AND ARBITRATION.

TEXT OF BILL INTRODUCED BY MR. A. J. MUNDELLA, M.P.

(President of the Board of Trade).

1.—(1.) Where a difference exists or is apprehended between an employer, or any class of employers, and workmen, or between different classes of workmen, with respect to the terms or nature of their employment, the Board of Trade may, if they think fit, on the application of any of the employers or workmen, appoint a person or persons to act as conciliator or as a board of conciliation.

(2) The conciliator or board of conciliation shall enquire into the causes of the difference by communication with the parties and otherwise, and shall endeavour to bring about a settlement of the difference.

2. If it appears to the Board of Trade that in any district or trade where disputes are of frequent occurrence adequate means do not exist for having disputes submitted to a local board of conciliation they may appoint any person or persons to enquire into the conditions of the district or trade, and to confer with employers and employed with the view of establishing a local board of conciliation or arbitration composed of representatives of employers or employed.

3.—(1) Any board established either before or after the *passing of this Act* which is constituted for the purpose of settling disputes between masters and workmen, or between different classes of workmen, by conciliation or arbitration, may apply to the Board of Trade for registration.

(2.) The application must be accompanied by copies of the constitution and regulations of the board of conciliation or arbitration, with such further information, if any, as the Board of Trade may require, and thereupon the Board of Trade may, if they think fit, enter in a register to be kept by them for the purpose, the name of the board of conciliation or arbitration, and its principal office, and such other particulars as the Board of Trade may think expedient.

(3.) Every board of conciliation or arbitration registered in pursuance of this Act shall furnish such returns and reports of its proceedings as the Board of Trade may from time to time require.

4.—(1) All persons appointed by the Board of Trade in pursuance of this Act shall report their proceedings to the Board of Trade, and all such reports, and also all reports made to the Board of Trade by any local board of conciliation or arbitration, shall be laid before Parliament.

(2) The Board of Trade shall present to Parliament annually a report of their proceedings under this Act.

CODIFICATION OF THE COMMERCIAL LAW OF THE EMPIRE.

ACKNOWLEDGEMENTS BY THE LORD HIGH CHANCELLOR AND THE SECRETARY OF STATE FOR THE COLONIES.

HOUSE OF LORDS, S. W.,

3rd of November 1892.

SIR,—I am directed by the Lord Chancellor to acknowledge receipt of your letter of the 1st instant, and the accompanying copy of the Report of the proceedings of the Second Congress of Chambers of Commerce of the Empire.—I am, &c.,

K. MUIR-MACKENZIE.

The SECRETARY to the LONDON CHAMBER of COMMERCE.

HOUSE OF LORDS, S. W.,

11*th of November* 1892.

SIR,—I am directed by the Lord Chancellor to acknowledge the receipt of your letter of the 1st inst., submitting to his Lordship the resolutions of the Second Congress of Chambers of Commerce of the Empire, and the views of the London Chamber of Commerce on the

subject. The Lord Chancellor sympathises with the objects which the Chambers have in view, and has for many years past shown his interest by introducing some and supporting others of the codifying Bills which have been before Parliament. In his Lordship's opinion, the course which has been hitherto followed is the wisest one, namely, to codify separate branches of law by means of Bills relating to England, whose respective scope and difficulty do not go beyond what may be expected to be a practical chance of passing this Parliament, and to trust that such of these Bills as become law, and subsequently approve themselves in other parts of the Empire, will be adopted elsewhere. If the work which, undertaken in this manner, has already made so much progress, is to stand still until a Commission representing the Empire is able to conclude deliberations over a subject of the most vast and complicated and technical character, the benefits of codification and assimilation of the laws will be indefinitely postponed, and it must also be remembered that it would be virtually impossible for the very persons, whose authority and knowledge would make them indispensable members of such a Commission, to give the necessary time for attendance on so immeasurable a proceeding.—I am, &c.,

K. MUIR MACKENZIE.

The SECRETARY to the LONDON CHAMBER of COMMERCE.

COLONIAL OFFICE, DOWNING STREET,

31*st October* 1892.

SIR,—I am directed by the Secretary of State for the Colonies to acknowledge the receipt of your letter of the 25th inst., on the subject of the codification of the Commercial Law of the Empire, and to inform you that a further communication will be addressed to you as soon as possible.—I am, &c.,

R. H. MEADE.

The SECRETARY to the LONDON CHAMBER COMMERCE.

COLONIAL OFFICE, DOWNING STREET,

30*th November* 1892.

SIR,—With reference to your letter of the 25th October, enclosing a resolution adopted at the Second Congress of Chambers of Commerce of the Empire as to the expediency of codifying and assimilating the Commercial Law of the British Empire, and suggesting the appointment of a Commission to carry out this object, I am directed by the Marquis of Ripon to state in reply that his Lordship is fully sensible of the importance of the subject, but that he fears that it would be practically impossible to secure the attendance of Colonial members upon a commission which would necessarily occupy a considerable space of time, while any conclusions arrived at by the Commission would still have to be submitted to the various Colonial Legislatures.

It seems to Lord Ripon that it might be the better course to transmit to Colonies the results of any action which may be taken in England in this direction, and to invite them to follow the lead given by the Mother Country.—I am, &c.,

JOHN BRAMSTON.

The SECRETARY to the LONDON CHAMBER of COMMERCE.

MERCHANDISE MARKS ACT.

LETTERS FROM THE SECRETARY OF STATE FOR THE COLONIES.

COLONIAL OFFICE, DOWNING STREET, S. W.,

27th October 1892.

SIR,—I am directed by the Marquis of Ripon to acknowledge the receipt of your letter of the 13th instant reporting a resolution of the Congress of the Chambers of Commerce of the Empire in favour of the adoption in all British Colonies and Dependencies of the provisions of the Merchandise Marks Act 1887.

With regard to the case of the Straits Settlements to which the Council of the London Chamber draw special attention, I am to state that the Governor of that colony reported in March last, that the Chambers of Commerce of Singapore and Penang had expressed their opinion that it is not necessary to introduce in the colony a measure empowering the seizure of articles at the port of entry for offences against the merchandise marks ordinance, and that it was accordingly not proposed to take any action in the matter.

A copy of this correspondence will, however, be sent to the Governor of the Straits Settlements, with a request that the matter may be reconsidered.

I am to add that in addition to the colonies mentioned as having passed merchandise marks laws in the letters from this office noted in margin (3rd August, 1890, 16th April, 1890, and 6th January, 1892), laws have now been passed in the Fiji Islands—Labuan and Cyprus. I am, &c.,

EDWARD WINGFIELD.

The SECRETARY to the LONDON CHAMBER of COMMERCE.

[NOTE.—The communications referred to by the Secretary of State in the foregoing letter show that Acts, Laws, or Ordinances relating to Merchandise Marks had been passed in India, Canada, Newfoundland, Victoria, Western Australia, New Zealand, Fiji Islands, Jamaica and Turk's Island, British Honduras, British Guiana, Trinidad and Tobago, Barbados, Grenada, St. Vincent, St. Lucia, Leeward Islands, Bermuda, Falkland Islands, Cape of Good Hope, Natal, St. Helena, Sierra Leone, Gambia, Gold Coast, Lagos, Gibraltar, Cyprus, Ceylon, Hongkong, Labuan, Mauritius, and the Straits Settlements.

Up to the date of the latest communication no laws had come into operation, although attempts had been made in several instances to secure the passage of measures, in New South Wales, Queensland, Tasmania, South Australia, Bahamas, and Malta.]

COLONIAL OFFICE, DOWNING STREET,

17th January 1893.

SIR,—Referring to the letter from this Department of the 27th of October last, I am directed by the Marquess of Ripon to forward the enclosed copy [*see below*] of a letter from the Singapore Chamber of Commerce, which has been received from the Governor of the Straits

Settlements, on the subject of the proposed adoption in that Colony of the provisions of the Merchandise Marks Act, 1887, and I am to state that Sir C. Smith has reported that, in face of the opinion expressed by the Committee of the Singapore Chamber of Commerce and of the difficulty of efficiently carrying out the proposed legislation, he continues to hold the view already expressed by him that no further action can be taken in the matter, at any rate, for the present.—I am, &c.,

EDWARD FAIRFIELD.

The SECRETARY to the LONDON CHAMBER of COMMERCE.

SECRETARY, CHAMBER OF COMMERCE, SINGAPORE, TO THE COLONIAL SECRETARY.

CHAMBER OF COMMERCE, SINGAPORE,

8th Decemler, 1892.

SIR,—I have the honour to acknowledge your letter, S. of S. 12605-92 of 30th ultimo, enclosing copies of correspondence which has passed between the Colonial Office and the London Chamber of Commerce on the subject of carrying out the Merchandise Marks Act.

In reply, I am directed by the Committee of point out that great divergence of opinion was expressed by the Members of the Congress relative to the question, the resolution, copy of which is given in the London Secretary's letter of October 13th, being only carried by a majority of 2 in 46 votes.

I am directed to enclose copies of the proceedings, which will be found at pages 49 to 51 of the *Journal* herewith, and you will observe that this Chamber's delegate, Mr. Adamson, voted in favour of the amendment which records the unsatisfactory working of the Act in relation to the distributing trade. The objection therein advanced appears to apply very forcibly to this port.

The Chamber would earnestly deprecate the introduction of any system having for its object the examination of goods on entry as in the Customs at home.

It would lead to much unnecessary delays, in any case only be applicable to European manufactures, and the provisions of the Ordinance could not be applied to goods imported from native countries, of which a great part of our trade consists.—I have, &c.,

ALEX. J. GUNN, Secretary.

The HONOURABLE, The COLONIAL SECRETARY.

EMIGRATION AND COLONISATION.

ACKNOWLEDGMENT BY THE SECRETARY OF STATE FOR THE COLONIES.

COLONIAL OFFICE, DOWNING STREET,

4th November 1892.

SIR,—I am directed by the Marquess of Ripon to acknowledge the receipt of your letter of the 25th ultimo, containing a resolution adopted by the Second Congress of Chambers of Commerce on the subject of Emigration and Colonisation.—I am, &c.,

EDWARD WINGFIELD.

The SECRETARY to the LONDON CHAMBER of COMMERCE.

MPERIAL PENNY POSTAGE.

ACKNOWLEDGMENT BY THE POSTMASTER-GENERAL.

HER MAJESTY'S POSTMASTER-GENERAL,

27th October 1892.

DEAR SIR,—I am desired by Mr. Arnold Morley to acknowledge the receipt of your letter of to-day's date, and I am to thank you for conveying to him the terms of the resolution concerning Imperial Penny Postage, which was adopted by the Second Congress of Chambers of Commerce of the Empire in June last. The matter is engaging Mr. Morley's careful attention.—I am, &c.,

A. S. LEONARD.

The SECRETARY to the LONDON CHAMBER of COMMERCE.

LIGHT RAILWAYS.

ACKNOWLEDGMENT BY THE SECRETARY OF STATE FOR THE COLONIES.

COLONIAL OFFICE, DOWNING STREET,

31*st October* 1892.

SIR,—I am directed by the Secretary of State for the Colonies to acknowledge the receipt of your letter of the 25th instant, forwarding a resolution passed by the Congress of Chambers of Commerce of the Empire regarding the construction of Light Railways, especially in the Crown Colonies on the West Coast of Africa.—I am, &c.,

R. H. MEADE.

The SECRETARY to the LONDON CHAMBER of COMMERCE.

ABOLITION OF THE LIGHT DUES.

TEXT OF THE MEMORIAL ADDRESSED TO THE PRESIDENT OF THE BOARD OF TRADE.

THE MEMORIAL OF THE LONDON CHAMBER OF COMMERCE, INCORPORATED.

SHEWETH,—That your Memorialists—the London Chamber of Commerce, Incoporated—recently invited the various Chambers of Commerce of the Empire to appoint representatives to attend a Congress and to propose resolutions to be discussed and considered at such Congress.

That the said Congress was held in London, and was largely attended, the Chambers of Commerce, Boards of Trade, and other Commercial Associations emunerated in the report scheduled hereto being represented.

That the following resolution advocating the abolition of "Light Dues on Shipping" by Great Britain was placed on the Agenda of the Congress, by the Montreal Chamber :—

"Whereas the system of maintaining the lighthouse service of a country by a tonnage tax on shipping entering its ports is inequitable, and does not now generally prevail; and,

"Whereas the continuance of this system in Great Britain has provoked a retaliatory tax on the shipping of this country by the United States, which is not imposed upon ships from countries enjoying a free lighthouse service, British shipowners being thereby placed at a disadvantage with their German competitors; and

"Whereas Canada, which maintains a free lighthouse service on its extensive coast line, suffers by reason of Canadian, shipowners (when engaged in American trade) being compelled to pay, in addition to their share of the Canadian taxation, the dues in British ports and the retaliatory tax in the United States

"THEREFORE RESOLVED: That this Congress take steps towards procuring such change in the system of maintaining the lighthouse service of Great Britain as will relieve shipping from any direct charge therefor, and the shipping of the Empire from liability to retaliatory taxation by foreign countries.

"That this Congress takes steps 'by a memorial to Her Majesty's Government' towards procuring such change."

That in proposing the resolution Mr. P. Redpath (Montreal) pointed out that neither Canada nor the United States charged Light Dues on vessels visiting their respective ports, but that the United States charged a "duty of six cents. per ton, not exceeding thirty cents. per annum," . . . "upon all vessels which shall be entered in the United States from any other foreign ports" . . . "provided that the President of the United States shall suspend the collection of so much of the duty herein imposed on vessels from any foreign port, as may be in excess of the tonnage and lighthouse dues or other equivalent tax or taxes imposed in said port on American vessels by the Government of the foreign country in which such port is situated." Under this proviso, Germany and other nations which do not charge vessels Light Dues have claimed and obtained exemption from the United States "tonnage duty" for their vessels when visiting United States ports, but neither British nor Canadian tonnage can obtain this exemption so long as Great Britain continues to levy Light Dues on vessels visiting British ports.

Sir Donald Smith (Montreal), in seconding the resolution, stated that Canada maintained at the cost of the State, and without any special due, upwards of 1,300 lighthouses besides fog-horns, &c., on a coast of more than 5,000 miles in extent, that one of these lighthouses—the lighthouse on Cape Race, which was transferred to the Dominion Government by the British Government on the understanding that it be maintained free of dues—is indispensable to the safety of all vessels navigating the North Atlantic to and from Canada. Great Britain,

Canada and the other Colonies would alike be benefitted could they claim most-favoured-nation treatment in this matter, and their vessels be placed on the same footing as the tonnage of other nations when entering United States ports. The case of Canada was one of exceptional hardship, as she bears the cost of lighting her own coasts, but is debarred from having most-favoured-nation treatment extended to her by the United States by reason of this country continuing to levy light dues on shipping. Sir Donald Smith also pointed out that in proportion to her population, the cost of maintaining the lighthouses in Canada—£90,000 per annum—must far exceed what the proportionate cost per population would amount to in Great Britain.

The resolution was spoken to on behalf of the British Chambers represented at the Congress and carried unanimously.

That the lighthouses of the United Kingdom are in the management of the Corporation of the Trinity House for England and Wales, the Commissioners of Northern Lights for Scotland, and Commissioners for Ireland, who have powers, subject to the supervision of the Board of Trade, to levy dues on shipping for their maintenance.

That individual Chambers of Commerce in Great Britain, as well as the Association of Chambers of Commerce of the United Kingdom (of which Association your Memorialists' Chamber is a member), have at various times, by deputation and memorial, urged on Her Majesty's Government for the time being injustice and evils appertaining to and inseparable from the present system, and advocated that all the lighthouses, buoys, beacons, &c., should be under the control of one Government Department and their cost placed on the Consolidated Fund. One reason that has been given for the continuance of these dues was that a considerable sum was annually paid by foreign shipping entering British ports. On the 12th April, 1888, a deputation from the Association of Chambers of Commerce waited on the President of the Board of Trade and referred to the then recent action of the United States in exempting—as stated above—the vessels of other nations from the payment of tonnage duty; it was then pointed out that the payment of this tonnage duty in the United States by British vessels would considerably exceed in amount the sum received in the shape of light dues from foreign vessels. The deputation referred to had reason to believe that a committee or commission would be appointed to inquire into the whole question consequent on the altered position British tonnage was placed in by reason of the action of the United States Government, but such an enquiry has not taken place.

That light dues are in the opinion of your memorialists, unequal in operation and incidence and unjust in principle—unjust in principle by reason that as a tax falling ultimately on the consumers of seaborne commodities, they are levied indirectly, and in the most expensive and prejudicial manner; unequal in operation and incidence for being levied on the tonnage of the vessels, they bear no relation to the quantity or value of the goods carried, or to the amount of freight earned, nor can they be assessed in proportion to the services rendered.

That the charge for light dues made in this country interferes materially with the free course of trade by driving both British and foreign vessels to use foreign ports for the purpose of call and trade, whereas but for these dues they would have used British ports. The tonnage of the vessel being the basis on which these dues are levied, the steadily increasing size of ships must strengthen the inducement to use foreign in preference to British ports.

That the vessel of the Royal Navy, yachts, &c., derive great benefit from the lighting of the coasts of Great Britian and the Colonies, but do not contribute to the cost of such lighting.

That the United States of America, many—if not all—of our Colonies, and all European maritime nations (with the exception of Turkey), have ceased to charge shipping for the maintenace of lights. British shipping is not therefore taxed in this respect when trading to the ports of those countries.

That in 1845 a Select Committee of the House of Commons recommended: "That all expenses for the erection and maintenance of light-houses, floating lights, buoys and beacons on the coast of the United Kingdom be defrayed out of the public revenue."

That in 1858, Admiral Lord C. Paget, M.P., moved in the House of Commons that an address be presented to Her Majesty praying that effect might be given to the above quoted recommendation of the Select Committee of 1845. In the course of his speech his Lordship contrasted the cost of the lighthouse service of the United Kingdom with that of France, pointing out that in 1856, 224 lights in the United Kingdom cost £350,000, while in France 210 lights only cost £48,000. His Lordship further supported his motion on the general ground of sound policy. Mr. Henley (President of the Board of Trade), Mr. W. S. Lindsay, Viscount Palmerston and other Members supported the motion, the last-named noble Lord giving it as his opinion the "lighting of our coast was undoubtedly a duty which belonged rather to the nation than to individuals."

That a Royal Commission—the outcome of Lord Paget's motion—reported in favour of all the lighthouses in the United Kingdom being placed under one Government Department and the cost "defrayed out of the public revenue."

That in 1860 a Select Committee appointed to enquire into the state of the Merchant Shipping reported *inter alia* as to Light Dues:

> "Your Committee are of opinion that as the tax falls ultimately upon the consumer, no invidious distinction should be drawn between British vessels and Foreign vessels, as regards the future payment of this impost . . . for the reasons recapitulated at great length in this report, and with the feeling that the lighting of our shores is a high Imperial duty, which we owe, not merely to ourselves, but to strangers, whom we invite to trade with us—*recommend the adoption of the sound and liberal policy—that the nation generally should pay the cost of maintenance of the lights.*"

That great economy and increased efficiency would result were the lighthouses of the United Kingdom placed under the control of one Government Department. A similar comparison, between the cost of the English and French lighthouses as that made by Lord C. Paget for 1856 was made for the year 1879, with the following results: that whereas 214 lighthouses and 52 light-ships in Great Britain cost £376,000, in France 181 coast lighthouses, 181 harbour lights, and 9 light vessels only cost £62,000. The economy of direct Government control is also evident from the statement of Sir Donald Smith—quoted above—as to the cost of the Canadian lighthouse service, which when the number of lights is taken into account is much below the relative cost of the British service.

That your Memorialists cannot but regret the delay which has taken place in giving effect to the recommendations of the various Select Committees and Royal Commission.

Your Memorialists therefore pray that you will be pleased to take such steps as may appear to you necessary for the purpose of charging the cost of maintaining the lighthouses, buoys, beacons, &c., on the coasts of the United Kingdom, on the Consolidated Fund, and thus carry out the desire expressed in the resolution passed unanimously at the above referred to Congress of Representatives of the Chambers of Commerce of the Empire.

ACKNOWLEDGMENT BY THE PRESIDENT OF THE BOARD OF TRADE.

BOARD OF TRADE, WHITEHALL GARDENS,

4th March, 1893.

DEAR SIR,—I am directed by the President of the Board of Trade to acknowledge the receipt of your letter, enclosing a memorial on light dues, and to say that the matter shall receive his consideration.—Yours truly, &c.,

FRANCIS J. S. HOPWOOD.

The SECRETARY to the LONDON CHAMBER of COMMERCE.

TREATIES WITH NATIVE TRIBES AND TERRITORIAL DELIMITATION.

ACKNOWLEDGMENT BY THE SECRETARY OF STATE FOR THE COLONIES.

COLONIAL OFFICE, DOWNING STREET,

8th November, 1892.

SIR,—I am directed by the Marquess of Ripon to acknowledge the receipt of your letter of the 25th of October last, transmitting a copy of a resolution which was passed at the Second Congress of Chambers of Commerce, which sat from the 28th June to the 1st July last.

I am, however, to point out that this resolution appears not to have been adopted at the Annual Meeting of the Associated Chambers of

Commerce of the United Kingdom at Newport, held in September last; but that, on the motion of Sir George Goldie, speaking (as Lord Ripon learns from the published report of the meeting) under authority from the London Chamber of Commerce, the following amended resolution was passed :—

> That this Association has full confidence that Her Majesty's Government, before recognising Treaties made by other nations with natives tribes, or before settling questions of delimitation of territory with other powers, will place itself in communication with British Merchants or with Chambers of Commerce, with a view of acquiring information as to the interests involved.

Lord Ripon therefore does not consider that it would serve any useful purpose to enter into a discussion of the resolution now forwarded, but his Lordship trusts that it will be clearly understood that for the future, as in the past, this Department will always be glad to learn, as far as possible, the views of those interested in trade generally and especially in the West African Trade, which will receive full and careful consideration.—I am, &c.,

JOHN BRAMSTON.

The SECRETARY to the LONDON CHAMBER of COMMERCE.

APPENDIX LL.

THE IMPERIAL INSTITUTE.

Circ'lar No. $\frac{59}{73}$
u

EXTRACT FROM THE PROCEEDINGS OF THE GOVERNMENT OF INDIA, IN THE REVENUE AND AGRICULTURAL DEPARTMENT (MUSEUMS AND EXHIBITIONS),—UNDER DATE SIMLA, THE 3RD OCTOBER 1893.

RESOLUTION.

READ the following papers :—

1. Despatch from Her Majesty's Secretary of State for India, No. 9, dated 20th January 1887, and enclosures.
2. Despatch to Her Majesty's Secretary of State for India, No. 8, dated 1st November 1887.
3. Despatch from Her Majesty's Secretary of State for India, No. 25, dated 29th March 1888.
4. Despatch from Her Majesty's Secretary of State for India, No. 60, dated 10th July 1890, and enclosures.
5. Despatch from Her Majesty's Secretary of State for India, No. 13, dated 26th February 1891, and enclosures.
6. Despatch to Her Majesty's Secretary of State for India, No. 52, dated 30th June 1891.
7. Circular to Local Governments and Administrations No. $\frac{7}{21}$, dated 17th July 1891.
8. Despatch from Her Majesty's Secretary of State for India, No. 63, dated 17th September 1891.
9. Circular to Local Governments and Administrations, No. $\frac{25}{21}$, dated 24th October 1891.
10. Despatch to Her Majesty's Secretary of State for India, No. 10, dated 10th February 1892.
11. Despatch from Her Majesty's Secretary of State for India, No. 24, dated 14th April 1892.
12. Circular to Local Governments and Administrations, No. 25, dated 24th June 1892.
13. Circular to Local Governments and Administrations, No. $\frac{30}{15}$, dated 16th July 1893.

Many enquiries having been received by the Government of India on the subject, the following explanation of the constitution and objects of the Imperial Institute is published for general information.

2. In December 1886 an organising Committee appointed by His Royal Highness the Prince of Wales, with Lord Herschell as President, submitted their report, copies of which were received by the Government of India and circulated to Local Governments and Administrations in February 1887.

3. Lord Herschell's Committee recommended that the Institute should comprise two sections—one for the United Kingdom, the other for the Colonies and India. They explained in the 9th and following paragraphs of their report that—

"(9) The object of the Colonial and Indian Section will be to illustrate the great commercial and industrial resources of the Colonies and India, and to spread a knowledge of their progress and social condition.

(10) to this end provision should be made for—

(1) the display in an adequate manner of the best natural and manufactured products of the Colonies and India, and, in connection with this the circulation of typical collections throughout the United Kingdom;

(2) a hall for the discussion of Colonial and Indian subjects, and for receptions connected with the Colonies and India;

(3) the formation of Colonial and Indian libraries, and establishing in connection therewith reading news, and intelligence rooms;

(4) the incorporation in some form into the proposed Institute of the Royal Colonial Institute and Royal Asiatic Society if, as is hoped, it be possible to bring about such a union;

(5) the collection and diffusion of the fullest information in regard to the industrial and material condition of the Colonies, so as to enable intending emigrants to acquire all requisite knowdege. Such information might be advantageously supplemented by simple and practical instruction. An emigration office of this character should be in correspondence with the provincial towns, either through the free libraries or by other means, so that information may be readily accessible to the people. These objects would be greatly facilitated if, as may be hoped, the Government should consent to the transfer to the buildings of the Institute of the recently formed Emigration Department, which would, by a close connection with the Institute, largely increase its usefulness.

"11. Facilities might be afforded for the exhibition of works of Colonial and Indian Art.

"12. It is also considered desirable that means should be provided, not for a general exhibition, but for occasional special exhibitions of Colonial and Indian produce and manufactures. At one time a particular Colony or portion of the Empire may desire to show its progress; at another time a general comparison of particular industries may be useful. Whilst the permanent galleries would exhibit the usual com-

mercial or industrial products of the several Colonies and India, the occasional exhibitions would stimulate and enlist the sympathies of Colonial and Indian producers, and keep up an active co-operation with the industrial classes of this country."

4. The Colonial and Indian section has since the date of the Committee's report been sub-divided into sections for each Colony, and there is now a distinct section for India, which, for the purposes of this Resolution, will be referred to as "the Indian section."

The scope of the Indian section has been enlarged by the introduction of arrangements for the teaching of Oriental languages thus described in the Year Book of the Institute for 1892:

"In 1887 it was suggested that a School of Modern Oriental Studies should be established as a branch of the Institute in imitation of the very efficient establishments of this kind which are carried on with Government resources in France, Germany, and Austria. The promulgation of this proposal led to negotiation with the authorities of University College and King's College, London, which resulted in their co-operation with the Institute in the establishment of the School. A Special Committee having been appointed to organise a system of work, it was arranged that classes for instruction in the Oriental languages required by students qualifying for examinations for the Indian Civil Service should be held at University College, while modern Oriental languages, other than the Indian languages, should be taught at King's College and that the Imperial Institute should undertake the general administrative and financial work. The school was officially opened in January 1890, when an inaugural address was delivered by Professor Max Müller at the Royal Institution in the presence of His Royal Highness the Prince of Wales. The daughters of the late Colonel W. J. Ouseley (Bengal Army) have established and endowed in this memory three scholarships in Arabic and Persian in connection with the School, each one of the value of not less than £50 per annum.

Since 1887 subscriptions to the amount of £101,550 have been raised in this country, and constitute more than one quarter of the total subscriptions received from all sources by the Managing Committee in London. The entire sum contributed has been utilized partly for the constitution of a permanent endowment found, which amounted in 1892 to £141,520, and partly for the construction of the building.

The Institute, of which the foundation stone was laid by the Queen on the 4th of July 1887, was formally opened by Her Majesty on the 10th May 1893.

5. It was originally intended that a Committee of the Indian section should be formed in India with the Viceroy as President, and in 1887 the names of members were forwarded to the Secretary of State. This scheme was, however, superseded by the constitution framed in 1890, in pursuance of the charter granted to the Institute in May 1888, under which the Institute is controlled by a governing body or general Council of not less than 120 members or Governors, of whom 15 are appointed to represent India. The Indian Governors may be selected in such manner as the Governor-General in Council for the time being may direct.

6. The following rules have been prescribed for the appointment of the Indian representatives:—

Three are to be appointed annually by the Governor-General in Council; six by the Provinces, including Native States, in rotation; four by the Chambers of Commerce in rotation, and two by Native institutions: provided that no representative can be appointed who will not be resident in England during his term of office.

The term of office commences and ends on the 23rd of July, but a fresh nomination may be made at any intervening date in the event of office being vacated by the return of a member to India or for any other reason.

The Native States, and Associations to be represented each year will be selected by the Government of India after ascertaining what eligible candidates are resident in England, and after correspondence with the rulers of the Native States and with the Native institutions concerned.

Provinces and Chambers of Commerce, in the order below prescribed for the next three years, will forward to the Secretary in the Department of Revenue and Agriculture the names of proposed representatives on or before the 1st of June. In each case three names may be submitted in the order in which it is desired that the offer of a governorship for the ensuing year may be made to the nominees. If no one of the nominees accept, the Government of India will select a representative. If no communication is received before the 1st of June from any Province or Chamber of Commerce entitled to a nomination, either the offer will be made to any existing representative, or a representative will be selected by the Government of India.

The following is the rotation prescribed for the next three years:—

	1893-94.	1894-95.	1895-96.
Provincial representatives.	Madras.	Burma.	Bengal.
	Punjab.	Central Provinces.	Bombay.
	Bengal.	Assam.	North-Western Provinces and Oudh.
	Bombay.	Madras.	Burma.
	North-Western Provinces and Oudh.	Punjab.	Central Provinces.
	A Native State.	A Native State.	A Native State.
Representatives of Chambers of Commerce.	Calcutta.	Northern India.	Karachi.
	Bombay.	Calcutta.	Northern India.
	Madras.	Bombay.	Calcutta.
	Rangoon.	Madras.	Bombay.

7. The Members of the Indian section of the governing body in 1892-93 were:—

On behalf of the Government of India—

W. T. Thiselton Dyer, Esq., C.I.E., C.M.G., F.R.S.

General James T. Walker, R.E., C.B., L.L.D. (late Surveyor-General of India).

George Watt, Esq., M.B., C.I.E. (Reporter on Economic Products to the Government of India).

On behalf of Provinces and Native States—

Madras—David F. Carmichael, Esq. (late Madras Civil Service)
Bengal—Philip Nolan, Esq. (Secretary to the Government of Bengal.)
North-Western Provinces and Oudh—W. S. Halsey, Esq. (late Bengal Civil Service).
Punjab—Baden H. Baden-Powell, Esq., C.I.E. (late Bengal Civil Service).
Native States (Jeypore)—Surgeon-Lieutenant-Colonel T. H. Hendley, C.I.E, (Residency Surgeon, Jeypore).

On behalf of Indian Chambers of Commerce –

Bombay—Sir Frank Forbes Adam, C.I.E., (of Messrs. Graham & Co., Manchester).
Rangoon—James Annam Bryce, Esq. (of Messrs. Wallace Brothers).
Madras—George G. Arbuthnot, Esq.
Calcutta—Sir Alexander Wilson, Kt. (of Messrs. Matheson & Co., London).

On behalf of Indian Institutions —

Poona Sarvajanik Sabha—Dadabhay Naoroji, Esq., M.P.
Bengal British Indian Association—Sir William Wilson Hunter, K.C.S.I., C.I.E.

8. Fellows of the Imperial Institute are elected under rules, of which a copy is appended to this Resolution, and which explain the conditions and privileges attached to Fellowship. Application for election as Fellow, or for any information that may be required regarding the Institute, should be made to the Secretary, Imperial Institute, South Kensington.

9. The Government of India have decided that the most effective way in which the Imperial Institute can be made to serve the interests of India is to utilise it both for the purpose of attracting attention to the various economic products of India, especially those which are little known, and for obtaining through the agency of the governing body the trial or analysis by experts of products more or less new to commerce. The objects held in view will be more fully gathered from the following explanation embodied in the preface to the series of Commercial Handbooks which are provided to the Institute by the Department of Economic Products:—

"The Government of India have arranged to provide to the Imperial Institute for the illustration of the Economic Products of India:—

(A) a descriptive catalogue or dictionary;

(B) an index collection of all products;

(C) a commercial collection of special products;

(D) a hand-book descriptive of C.

A. The descriptive catalogue has been completed, and is termed the "Dictionary of the Economic Products of India." The compilation has occupied eight years, and has been made under the editorship of Dr. G. Watt, C.I.E., Reporter on Economic Products to the Government of India. It has been confined to the collection of facts and statistics available up to the date of the publication of the work.

To each product there is assigned in the dictionary a separate number, which will be permanently maintained for purposes of reference.

B. The index collection will, when completed, comprise small samples of every economic product of India, which will bear the same numbers as those assigned to the products in the dictionary.

C. The commercial collections are on a larger scale. The number of products of which a collection is provided each year will be limited to about 20.

Each Collection will comprise as complete a set of specimens of the product in its raw and manufactured state as is necessary for the fulfilment of the objects with which the commercial collections and hand-books are provided.

D. The hand-books will supply, in separate pamphlet for each product, the information contained in the dictionary, amplified by supplementary facts and statistics, and illustrated by maps, diagrams, photographs, etc.

The objects of the commercial collections and hand-books which accompany them are :—

(1.) To secure, while each collection is being made for the Institute, a thorough and special investigation in India through which fresh information regarding the product concerned, not contained in the dictionary, may be obtained.

(2.) To illustrate the dictionary in a manner more complete than can be effected by the index collection.

(3.) In the case of products which are not generally known—

(*a*) to bring them to the notice of those interested ;

(*b*) to indicate the extent to which and conditions under which they are procurable ;

(*c*) to ascertain their commercial value ;

(*d*) to secure, through the governing body of the Institute and commercial experts whom they may consult, such special trial or analysis of them as can be more effectually made in England than in India."

The initial cost of the collections has been met from a special grant of Rs. 10,000. An annual grant of £600 is provided for the maintenance and completion of the existing collections, and a further grant of £400 again is allowed for the salary of the official Curator. Rs. 4,000 are also contributed annually by Local Governments towards the collection of products for the Institute. The Indian Section is

under the general superintendence of Sir F. Abel Secretary to the Institute, and the collections are under the charge of Mr. J. R. Royle, C.I.E., of the India Office, who has been appointed official Curator of the Indian Courts.

10. The index collection has reached an advanced stage.

Commercial collections have, under the direction of Mr. E. Thurston Officiating Reporter on Economic Products, been already provided for the representation of the following products :—

1. Padauk timber.
2. Ipecacuanha.
3. Podophyllum emodi.
4. Sida fibre.
5. Jute.
6. Al (Morinda) dye.
7. Resin and turpentine from Indian pines.
8. Iron, southern districts of Madras.
9. Coal.
10. Adhatoda vasica.
11. Linseed.
12. Fibres for brush making.
13. Cutch.
14. Kut (Ooplate).
15. Turpeth (Indian jalap.)
16. Kamela dye.
17. Garjan and in oils.
18. Jalap.
19. Mica.
20. Castor oil.
21. Gingelly or sesame oil.

Collection of the following are in progress—

22. "East Indian walnut timber" (Albizzia Lebbek.)
23. Silk.
24. Ground-nut.
25. Barley.
26. India-rubber.
27. Rose wood (Dalbergia latifolia).
28. Soapstone (Steatite).
29. Chaulmugra oil.
30. Salep.

Hand-books, issued under the editorship of Mr. Thurston, have accompanied the twenty-one commercial collections already sent to England, and hand-books descriptive of the collections in progress are in course of preparation. These may be purchased for a nominal price either at the Imperial Institute, at the office of the Reporter on Economic Products in Calcutta, or from the Superintendent of Government Printing, Calcutta.

11 Gallaries have been provided in the Institute building, in which the index collections are arranged in such a way as to be easily studied by interested visitors, and there are also working rooms for detailed examination of the commercial collections by those connected with the trades to which they appertain.

12. Special arrangements have, since the opening of the Institute, been set on foot, under the direction of Sir Frederick Abel, with the object of facilitating the trial and analysis of commercial products by experts either at the Institute itself, where rooms and laboratories have been provided for the purpose, or in local manufactories, chemical works, and other appropriate places. Dr. Theodore Cooke, C.I.E., late Principal of the College of Science, Poona, has recently been appointed as Technical Sub-Director of the Institute and to supervise arrangements for securing the investigation of new products from India and the Colonies.

13. All correspondence in India connected with the collections supplied to the Institute is conducted by the Reporter on Economic Products, to whose office at the Indian Museum, Calcutta, all enquries or letters on the subject should be addressed.

14. The names of Govenors appointed for the Indian section for the year 1893-94 will be published shortly in the Gazette of the Government of India.

ORDER.—Ordered, that the above be published for general information in the Supplement to the *Gazette of India*, and that copies be forwarded to the several Local Governments and Administrations for information and publication in the local Gazette, and to the Chambers of Commerce noted on the margin.

Secy. to the Govt. of Madras
" " Bombay.
" " Bengal.
" " N.-W. P. & Oudh.
" " Punjab.
Chief Comsr. of the Central Provinces.
" " Burma.
" " Assam.
" " Coorg.
" " Ajmere.

Secretary for Berar to the Resident at Hyderabad.
Secy. Chamber of Commerce, Madras.
" " " Bombay.
" " " Bengal.
" " " Rangoon.
" " " Northern India.
" " " Karachi

[True Extract.]

E. BRUCE,
Secretary to the Government of India.

APPENDIX.

ELECTION, SUBSCRIPTIONS, AND PRIVILEGES OF FELLOWS OF THE IMPERIAL INSTITUTE.

I.—As to Privileges of Fellows.

Every Fellow elected in the manner provided by the Regulations approved under the Charter of Incorporation shall, during the continuance of his Fellowship, be entitled to attach to his name the distinctive designation "F. I. Inst."

Every Fellow upon his election shall receive a diploma or other emblem of his Fellowship.

Fellows shall be entitled to the Annual Report of the Institute and to publications issued from time to time by the Institute, subject to such arrangements as may be made by the Executive Council as to the delivery or transmission of the same.

Fellows shall have access to the Commercial and Industrial Collections on two days in the week when they are *not* open to the public, and shall on any one of those days have the privilege of introducing two visitors to the Collections.

A special Refreshment Department, including Smoking Room, will be provided for the use of Fellows, to which they will be entitled on any day to introduce two visitors.

The accommodation provided for the use of Fellows will include a Post Office and *Poste Restante*, Telegraph, Telephone, and Messenger Departments, Cloak Room and Parcels Office, and a Private Lavatory.

Fellows will have the free use of the Library, the News Room and Reference Department connected therewith, the Map Room, Reading Rooms, Writing Room, and Conference Rooms, and shall be entitled to introduce one visitor on any day to these rooms. The Conference Rooms, will include Special Rooms for the Australasian, the North American, and the African Colonies, for India, and for the Crown Colonies. Facilities will be afforded to Fellows at moderate charges for holding business Conferences at the Institute, involving the exclusive occupation of a room for specified periods, with or without clerical assistance.

Fellows will be entitled to admission to special conferences, addresses, discussions, or lectures under regulations to be determined upon by the Council, and will have the privilege of introducing visitors in conformity with those regulations.

The Commercial Intelligence or Information Department will be open to Fellows between the hours of 10 A.M. and 1 P.M., and 2 P.M. and 4 P.M. on Mondays to Fridays inclusive, and between 10 A.M. and noon on Saturdays.

Facilities will be afforded to Fellows to inspect or to specially examine, or to be supplied with, samples of materials and products included in the collections, under regulations and conditions to be determined by the Council, and, if necessary, upon payment of such fees as will compensate the Institute for any loss or special outlay connected with such inspection for which special localities and appliances will be provided.

II.—As to Proposal and Election of Fellows.

(*Abstract of Regulations.*)

A Candidate for admission as an Ordinary Fellow must be proposed and seconded by two Fellows from personal knowledge; such proposal which shall specify the rank, profession or occupation, and place of abode of the Candidate, must in addition be signed by two Fellows at least.

The certificate of proposal thus filled up, as soon as it has been delivered to the Secretary, shall be exhibited in a conspicuous place in one or other of the Public rooms of the Institute for at least one week previous to the date of election.

Candidates proposed as fellows shall from time to time be submitted for election at a meeting of the Executive Council in accordance with the prescribed Regulations.

III.—As to Subscriptions to be Paid by Fellows.

(*Abstract of Regulations.*)

The annual subscription to the Institute shall, subject to the provisions contained in the Regulations next following be *Two Pounds*. From and after such date, as may be appointed by the Executive Council, an Entrance Fee may be imposed.

Any Fellow who intends to be absent from the United Kingdom during the whole time for which the annual subscription is payable shall, on his giving due notice in writing to the Secretary of such intention, pay an annual subscription of *One Pound* only during the continuance of such absence. If such Fellow returns to the United Kingdom, he may, on communicating the fact in writing to the Secretary, and on paying such sum as may be required to make up his subscription for the current year to the full amount of *Two Pounds*, be re-admitted to all the privileges of the Institute.

Any Fellow who at the time of his election is resident out of the United Kingdom shall pay an annual subscription of *One Pound* only during the continuance of such residence. If such Fellow comes to the United Kingdom he may on communicating the fact in writing to the Secretary, avail himself, for a period not exceeding three months from the date of his arrival, of all the privileges of the Institute. If he resides within the United Kingdom beyond that period, he will be required to make up his subscription for the current year to the full amount of *Two Pounds*.

A newly-elected Fellow shall not be entitled to exercise any of the privileges of a Fellow until he has paid his first year's subscription, or entrance fee and first year's subscription, as the case may be, or as compounded as hereinafter provided.

All subscriptions, after the subscription due at election, shall be payable on the 1st January in each year.

When a Candidate becomes a fellow late in the year, the Executive Council may remit the whole or such part as they may think just of his subscription for the current year.

Any Fellow may compound for his subscription and become a Life Fellow, either as his entrance by the payment of *Twenty Pounds*, or after the payment of five or more annual subscriptions by the payment of *Fifteen Pounds*.

NOTE—In conformity with clause 67 of the Constitution approved by Royal Warrant, the Executive Council may from time to time repeal, alter, or add to these Rules respecting the subscriptions and privileges of Fellows.

APPENDIX MM.

ROYAL COMMISSION ON OPIUM.

No. 8689 of 1893.

REVENUE DEPARTMENT,

BOMBAY CASTLE, *27th November* 1893.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to request that you will be so good as to move the Chamber to nominate the Chairman or any other representative of the Chamber as a witness before the Royal Commission on Opium.

2. As at present arranged the Commission will probably take evidence of Bombay Presidency witnesses from 6th to 9th February 1894.—I have, &c.,

W. L. HARVEY,
Under-Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, *5th December* 1893.

The SECRETARY to GOVERNMENT, REVENUE DEPARTMENT, Bombay.

SIR,—In reply to your letter No. 8689 of the 27th ultimo, I am directed to inform you that the Committee of the Chamber of Commerce have nominated the Chairman, the Hon'ble Mr. W. R. Macdonell, to give evidence as a witness before the Royal Commission on Opium.—I have, &c.,

JOHN MARSHALL, *Secretary.*

APPENDIX NN.

HOLIDAYS FOR THE YEAR 1894.

No. 2195 OF 1893.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 16*th June* 1893.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith, for the information of the Chamber, a copy of a letter from the Secretary to the Government of India, Home Department (Public), No. 14 Pub. 734, dated 25th May, 1893, on the subject of the holiday on account of Her Majesty's Birthday to be notified under the Negotiable Instruments Act.—I have, &c.,

W. L. HARVEY,
Under-Secretary to Government.

No. 14 Pub. / 734

Home Department. / *Public.*

From C. J. LYALL, Esq., C. I. E., Secretary to the Government of India.

To the CHIEF SECRETARY to the GOVERNMENT of Bombay.

SIMLA, 25*th May* 1893.

SIR,—The attention of the Government of India has been drawn to the fact that some Local Governments, in notifying public holidays under Section 25 of the Negotiable Instruments Act, 1881, have announced that the 24th May is the date fixed for observing a holiday on account of the Birthday of Her Majesty the Queen, Empress of India. As it is the practice for the Governor General in Council to fix the date on which Her Majesty's Birthday is to be kept in India, I am to request that when public holidays are notified in future, no date may be mentioned on which the Birthday is to be observed, but a note made to the effect that the day which may be fixed for its observance will be a public holiday.—I have, &c.,

C. J. LYALL,
Secretary to the Government of India.

No.

Copy forwarded to the Chief Commissioner of Burma / Central Provinces for information.

By order,
P. G. MELITUS,
Depy. Secy. to the Govt. of India.

APPENDIX OO.

MEREWETHER DRY DOCK.

BOMBAY PORT TRUST.

No. 3907.

BOMBAY, *8th November* 1893.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith 20 copies of notices regarding the rates chargeable for the Merewether Dry Dock, and I am to ask that you will kindly cause them to be circulated amongst the shipping firms.—I have, &c.,

F. G. DUMAYNE, Secretary.

BOMBAY PORT TRUST.

MEREWETHER DRY DOCK.

The following reductions have been made in the docking rates for vessels of 3,000 tons and over, with effect from 1st November 1893, *viz.* :—

Vessels of 3,000 tons gross or over..from	6¼	annas	to	6	annas	per	ton.
Vessels of 3,500 tons or over ... „	6¼	„	„	5¼	„	„	
Vessels of 4,000 tons or over ... „	6¼	„	„	5	„	„	

The other rates and conditions remain unaltered.

BY ORDER,

F. G. DUMAYNE, Secretary.

BOMBAY, *1st November* 1893.

BOMBAY PORT TRUST.

NOTICE.

MEREWETHER DRY DOCK.

	Ft.	Ins.
Extreme length available	557	10
Width of entrance	65	6
Depth of water on blocks at entrance H. W. O. S. T.	26	2
„ „ „ „ H. W. Ex. S. T.	28	
„ „ „ middle wedge removed H. W. Ex. S. T..	29	4
„ „ sill do.	30	

N.B.—Entrance from Prince's Dock direct and not from the stream.

Docking Charges levied by the Bombay Port Trust. The English equivalents here given for comparison are calculated at one shilling and four pence to one rupee or one penny to one anna.

Rates.

For the 1st 24 hours (with a minimum charge of Rs. 400 £26-13-4) { 6¼ annas / 6¼ pence } per gross register ton.

„ 2nd „ or part thereof (lump sum) .. { Rs. 100 / £6-13-4 } per vessel.

„ 3rd „ („) .. { Rs. 200 / £13-6-8 } per vessel.

For longer periods than 72 hours special arrangements, subject to the dock not being required for other vessels.

The above charges include all expenses in connection with docking from the time the vessel reaches the dry dock entrance, all pumping, shoring, and undocking, also the use of blocks, shores, stages, stage ropes and poles.

No commission or fee is levied on stores or materials brought into the dock for cleaning, painting or repairing vessels. No charge is made for moving vessels from any berth in the Prince's or Victoria Docks to the Dry Dock and back again.

The Trustees do not undertake the work of cleaning, painting and repairing vessels themselves, but they issue licenses to approved persons to carry on such work in the dock.

The large Engineering firms in Bombay are competent to execute almost any repairs that may be required to hull or machinery.

The climate and labour market are particularly favourable for the cleaning and painting of vessels, and the rates at present current in Bombay may be taken approximately to range as follows :—

From $\frac{4\frac{1}{2}\text{ annas}}{4\frac{1}{2}\text{ pence}}$ per ton gross register for a vessel of ...4,000 tons.

To $\frac{8\text{ annas}}{8\text{ pence}}$ do. do. do. ...1,000 „

including cleaning, painting, one coat each of priming, anti-fouling and boot-topping compositions, painting draft numbers and supplying paint. These rates are based upon Genuine Rahtjen's composition and rise or fall about $\frac{1\text{ anna}}{1\text{ penny}}$ per ton for more or less expensive paints.

They are not fixed rates and may fluctuate.

For vessels supplying their own paint the cost of *labour* for cleaning and painting one coat each of priming and anti-fouling compositions and boot-topping, &c., may be taken approximately to range as follows :—

From $\frac{3\frac{1}{2}\text{ pies}}{\frac{1}{2}\text{ penny}}$ per ton gross register for a vessel of ...4,000 tons.

To $\frac{5\frac{1}{2}\text{ pies}}{\frac{1}{2}\text{ penny}}$ do. do. do. ...1,000 „

These rates also are not fixed and may fluctuate.

By Order,

F. G. DUMAYNE, Secretary

26th April 1892.

APPENDIX PP.

BOMBAY PORT TRUST BUDGET ESTIMATES.

MEMORANDUM ON THE BUDGET ESTIMATES, 1893-94.

THE Estimates of Receipts and Expenditure for the year 1893-94 are herewith submitted as required by Section 52 of the Port Trust Act, 1879.

In preparing these estimates the Chairman has had the assistance of a Special Committee consisting of Messrs. A. F. Beaufort, R. S. Campbell and Visbhucandas Atmaram.

CAPITAL ACCOUNT.

Victoria Dock.—It was noted in submitting the Budget Estimates for last year that the works then proposed for execution in 1892-93 would not complete the Victoria Dock, as additions to both the shed and crane accommodation were required to make up the full complement, but that expenditure thereon had been postponed until called for by extension of traffic.

In a supplementary Budget for 1892-93 provision has been made for two additional Cranes in the east wall since found necessary to facilitate the working of cargo.

Provision has been made in the Budget for 1893-94 for extending the shed accommodation—cargo shed No. 14 is required in connection with the coasting trade and with the arrangements for landing passengers, baggage—and the open shed on the west wharf is to provide for an important development of the system of direct shipment of grain from up-country. Provision is also included for paving parts of the wharf where the present road metal is ineffective, and lastly Rs. 220,000 have been included for the purchase of a new hopper barge for dredging, to enable the channels of approach to be efficiently worked to their full depth. The Trustees have now before them an alternative proposal for deepening the south channel which it is anticipated would lessen the amount of work to be performed and so dispense with the necessity for additional plant. The provision, if not required for the latter, will be required for the former purpose. The subject will be fully considered and dealt with as soon as the surveys now in progress are completed and estimates have been prepared.

The total expenditure is estimated at Rs. 3,49,564—or including the proportion of Engineering Establishment Charges Rs. 3,70,073. The unspent balance of the 94 lakh loan for this work, excluding discount and allowing for outlay in 1892-93, is Rs. 5,26,218.

New Works Ordinary.—This section includes several important new works. The first item provides for the further prosecution of a scheme sanctioned in the current year for improvements to the wharves, and laying out-roads on the Mazagon and Tank Bunder Estates,

including the adaptation of the reclamation, effected by material excavated from the Merewether dry dock, for traffic. The improvements will greatly facilitate the trade at the bunders on these properties which is principally Kerosine Oil, Sand, Lime, Bricks and Tiles and Timber. The cost of the section now in hand is estimated at Rs. 63,622 of which Rs. 40,622 will be spent in the current year. It includes Rs. 9,736 for wharves and Rs. 53,886 for roads: of the latter amount Rs. 1,491, being for temporary roads, will be charged to Revenue.

The second item is for increasing the shed accommodation on the Harbour wall of the Prince's Dock which is found necessary to meet the growing requirements of the coasting trade. The space 150' by 100', between two of the existing sheds, has been roofed in and is to be enclosed and paved. The cost is estimated at Rs. 21,881, excluding the value of materials available from part of a shed dismantled to make room for the Merewether dry dock. Rs. 11,881 have been provided in the current year and Rs. 10,000 the estimate for 1893-94 will complete the work.

Item 3 is brought forward from the Budget of the current year.

The provision under item 5 is for the new landing pier for passengers in extension of Ballard Road—papers regarding which have been published—which now awaits the sanction of Government. The pier is to be 350 feet long and 60 feet wide with 9 feet depth of water at L. W. Ex. S. Tides: it is to have an arm or breakwater extending to 200 feet from the pier face on the North and will afford a sheltered and conveniently situated landing place at all seasons of the year. The cost is estimated at Rs. 3,02,000, and the work will, if early sanction is received, be finished by the monsoon of 1894.

Item 6 provides for expenditure in 1893-94 on the south approach to the proposed Wadi Bunder overbridge. The design is for a roadway 40 feet wide with 2 foot-paths each 5 feet wide: the slope of the approach is 1 in 32. There are also two low level roadways, 35 and 45 feet wide on the West and East sides, respectively, of the bridge approach, to give access to the Docks and Warehouses and to provide for traffic between the Goods-yard and the Fort elsewhere on the South. The approach embankment has 3 openings of 32 feet span with 14, 13 and 12 feet headway, for cross traffic. The cost of the south approach to be borne by the Trustees is Rs. 2,10,512, including the value of the land to be occupied by the additional roads. The cost of the bridge will be borne by the Railway Company and that of the north approach by the Municipality.

Under Item 7 provision is made for expenditure on improvements in facilities for landing and storing goods at the Frere lands estate now extensively used as a coal depôt. The design is to deepen the approach and water way to admit lighters drawing 7 feet at every high tide and to raise and improve the storage space. The improvements are urgently called for, but the details have yet to be decided on both in their engineering and financial aspect. They will involve a considerable recurring charge in dredging as well as Capital outlay on alterations. The project is in a forward state and will shortly be placed before the Trustees for further consideration.

The charge for repairs to and maintenance of Flotilla, which has hitherto been debited to Capital under this head, no longer appears in this Section of the accounts, it having, at the instance of Government, been included in the expenditure to be met from revenue.

The total provision for New Works Ordinary as thus explained is Rs. 2,84,296 or including Engineering Establishment charges Rs. 3,00,703. It is proposed to meet the expenditure on item 1 to the extent of Rs. 15,225 from the estimated surplus of the year as required by G. R. No. 230 of 8th September 1892: Rs. 7,775 the balance of that item, and Rs. 17,400 for items 2, 3, and 4 will be met from the fixed annual revenue surplus of 1 lakh: Rs. 6,117 will be met from the credits shown on the receipt side of the account, and the balance Rs. 2,37,779 it is proposed should be met by fresh loan to be raised at the end of the year.

REVENUE ACCOUNT.

The revenue from all sources is estimated at...	Rs.	47,11,110
And the expenditure, which includes the provision of Rs. 1,00,000 for the reduction of debt, Rs. 90,862 for Sinking Fund charges on the Victoria Dock loan and Rs. 99,959 for the depreciation of plant of all kinds, is estimated at.....	Rs.	46,95,885
Leaving a surplus of.....	Rs.	15,225

Bunder properties including land.—The wharfage fees have been estimated on the basis of the average receipts under that head for four years, made up of the three official years ending 1891-92 subsequent to the opening of the Victoria Dock, and the calendar year 1892. Ground rents have been estimated at the actuals for the calendar year 1892, plus the revenue from fresh lease-holds already settled but not yet granted. The receipts from Dock and Town Bunder Warehouses together have been taken at Rs. 2,24,000 or rather more than in the calendar year 1892. The increase is justified by comparison with the receipts in the two previous official years and by the exceptionally low state of the stocks of piece goods in 1892. The receipts from the remaining heads of account under *Bunder Properties*, have been estimated on the basis of the actuals during the calendar year 1892.

A fresh item, *Hire of Flotilla*, Rs. 4, 000, appears under this head consequent on the transfer of these receipts and charges to Revenue Account as explained in the remarks under Capital.

The total estimated revenue for next year under *Bunder Properties* is Rs. 18,66,000 as compared with :—

Rs. 18,09,516 actuals in 1890 91.
„ 19,01,219 actuals in 1891-92.
„ 18,78,820 Budget Estimate 1892-93.
„ 18,05,396 actuals for calendar year 1892.

Wet Docks.—The receipts under this head have been estimated generally on the basis of the average trade in staple exports and imports

for the series of five years, made up of the four official years ending 1891-92 and the calendar year 1892. But under Exports, Grain and Seeds have been specially treated, it being considered that the trade in these staples will be at least a little higher than during the calendar year 1892—Allowance has also been made for an increase under coasting trade, the system of averages being obviously inapplicable to a branch of business which has rapidly and progressively developed. Account has also been taken of the development in the system of direct shipments at the docks, and of the increase in Shed and Crane accommodation recently made or now in progress.

The receipts from Water Supply to shipping in the Docks have been estimated at Rs. 6,610 less than the actuals in 1892 in consequence of the reduction in the rate for water decided on by the Trustees in July last.

The total revenue from the Wet Docks stands at Rs. 22,07,000 as compared with :—

Rs. 20,36.217 actuals 1890-91.
„ 23,68,387 actuals 1891-92.
„ 23,16,700 Budget Estimate 1892-93.
„ 21,06,023 actuals for calendar year 1892.

Merewether Dry Dock.—The estimate is the same as the Budget Estimate 1892-93, the increase as compared with the calendar year 1892 being due to the fact that the latter included a period of 3 months before the charges were reduced and the use of the dock was not so general, and was moreover a year of great depression in shipping, though the number of ships laid up tended somewhat to increase the use of the dock.

Interest and Miscellaneous.—The receipts under this head show an increase due, principally, to a credit of Rs. 30,000 for interest on the 61 lakhs loan which has been placed in deposit pending its repayment to Government on 1st April 1893, and to the increased proportion of Engineering establishment charges debited to capital owing to the increased expenditure on Capital account works. The latter is a book adjustment.

Port and Pilotage Account.—The estimates have been framed generally in accordance with the estimate of the volume of trade which as above explained is based, principally, on the actual average of 5 years.

REVENUE EXPENDITURE.

The entire revenue expenditure is estimated at Rs. 46,95,885 as compared with :—

Rs. 44,07,132 actuals in 1890-91.
„ 46,55,337 actuals in 1891-92.
„ 48,16,901 Budget Estimate 1892-93.

The reduction as compared with the Budget Estimate for the current year, which amounts to Rs. 1,21,016, is due principally to :—

(1) Reduced provision for Dock and Harbour Police,
(2) Reduction in interest due to the conversion of the balance of Rs. 76 lakhs debt to Government at 4½ per cent. into a 4 per cent. debenture loan,
3) Strict economy in the provision for expenditure under all heads.

The provision for Dock and Harbour Police in 1892-93 was Rs. 1,05,506 including Rs. 66,531 for arrears of Harbour Police on account of former years. Under the terms of the agreement, recently concluded with Government, the provision in 1893-94 under both heads has been fixed at Rs. 27,750.

The saving in interest by the conversion of the balance (Rs. 61 61,038) of the 76 lakhs debt on account of the Prince's Dock into a 4 per cent. debenture loan is Rs. 30,805 which is reduced by the interest chargeable in 1893-94 on the further amounts borrowed for the Victoria Dock, to Rs. 25,743.

These two savings together amount to Rs. 103,499 leaving Rs. 17,517, which together with Rs. 45,931, the additional charge for the Victoria Dock loan sinking fund, has been met partly by the omission of items such as dredging the Sassoon Dock and clothing to peons, which recur every two years, partly by the provision under some heads being less owing to the lower estimates of traffic in the docks than were adopted last year, and partly by reductions where such were found possible.

Provision for the General Tax on the Trustees' properties has been made at Rs. 1,63,523, the sum fixed by Government under the Municipal Act as payable for each of the 5 years ending 1893-94.

The provision for new works chargeable to revenue includes a number of small items separately sanctioned by the Trustees, of which the largest is Rs. 4,740 for tramplates for the North and South wharves of the Victoria Dock required to prevent the wheels of the crane trucks injuring the coping stones.

The grant for dredging has been fixed at Rs. 2,25,000 as against Rs. 2,34,500 in 1892-93. The proposals referred to in the section relating to Capital works will hardly affect the expenditure on this account until after next year, but some curtailment of the area to be dredged on the North-East Flank of the channel, which both the Engineer and Port officer agree may be immediately effected, has been allowed for.

The provision for expenditure on the Merewether dry dock includes payments to the Sub-Contractors at the enhanced rates agreed to by the Trustees, after the issue of last year's Budget, and this item accordingly shows a considerable increase. On the other hand the allowance for depreciation of the machinery has been reduced as it was in the first instance set higher than necessary.

W. C. HUGHES, Chairman.

16*th February* 1893.

CHAIRMEN AND SECRETARIES OF THE BOMBAY CHAMBER OF COMMERCE.

Chairmen.

J. Skinner	1836-37	Andrew Grant	1863-64
M. T. Brownrigg	1837-38	A. C. Gumpert	1864-65
H. G. Gordon	1838-39	Alexander Stewart	
J. Skinner	1839-40	A. J. Hunter	1865-66
T. R. Richmond	1840-41	W. Christian	1866-67
C. B. Skinner	1841-42	A. J. Hunter	
S. D. Murray	1842-43	Alexander Brown	
J. Wright	1843-44	J. Foggo	1867-68
E. Lyon		Hamilton Maxwell	1868-69
T. Cardwell	1844-45	H. E. Astley	1869-70
J. Smith	1845-46	D. Graham	
W. Graham	1846-47	A. D. Grant	1870-71
John Parsons	1847-48	W. G. Hall	1871-72
A. G. Latham	1848-49	J. K. Bythell	1872-73
Robert Strong	1849-50	H. E. Bright	1873-74
W. S. Grey	1850-51	E. Lord	
John Parsons	1851-52	D. Watson	1874-75
A. H. Campbell	1852-53	J. A. Forbes	1875-76
H. B. Gilmour	1853-54	G. F. Henry	1876-77
James Graham	1854-55	Donald Graham	
W. F. Hunter	1855-56	Walter Lang	1877-78
A. T. Binny	1856-57	M. Mowat	1878-79
H. B. Gilmour		C. Macdonald	1879-80
John Fleming	1857-58	J. N. Graham	1880-81
Robert Ryrie	1858-59	E. Comber	1881-82
H. D. Cartwright	1859-60	W. M. Macaulay	
Henry Scott		James Thorburn	1882-83
Andrew Grant	1860-61	Sir F. Forbes Adam, Kt., C.I.E., 1883-84, 1884-85, 1886, 1887, 1888, 1889.	
George Hamilton			
George Lord			
James N. Fleming	1861-62	A. F. Beaufort	1890
Michael H. Scott		L. R. W. Forrest	1890-92
Robert Hannay	1862-63	J. L. Symons	1892
Alexander Brown		R. S Campbell	1893

The Hon'ble Mr. W. R. Macdonell...1893, 1894.

Secretaries.

R. X. Murphy	1836-38	J. A. Crowe (Acting)	1858-59
J. E. Brenan	1838	H. Brooke	1859-64
R. X. Murphy	1838-41	James Taylor	1864-73
T. J. A. Scott	1841-46	John Gordon	1873-84
John Connon	1846-57	David Watson (Acting)	1881-82
John Mawson	1857-59		

JOHN MARSHALL, appointed 1885.

GENERAL MEETINGS.

PROCEEDINGS of the General Meeting of the members of the Bombay Chamber of Commerce held on Wednesday, 10th May 1893, at 4-30 p.m., for the purpose of :—

I. Adopting rules drawn up by the Committee for the election of a representative of the Chamber to be proposed to H. E. the Governor for nomination to the Legislative Council.

II. To amend Rule VI and clauses 1 and 12 of Rule VII regarding the constitution of the Committee.

III. To alter Rule II regarding the election of members of the Chamber ; and to transact any other business that may be brought forward.

Present :

W. R. MACDONELL, Esq., *Chairman, in the chair.*

H. W. Uloth, Esq.,	G. A. Barnett, Esq., C.I.E.,
W. Thacker, Esq.,	F. C. Macrae, Esq.,
N. S. Glazebrook, Esq.,	C. G. Giro, Esq.,
A. Abercrombie, Esq.,	L. R. W. Forrest, Esq.,
M. C. Turner, Esq.,	F. Graham, Esq.,
Arthur C. Trapp, Esq.,	P. B. Savile, Esq.,
I. O'Callaghan, Esq.,	T. W. Cuffe, Esq.,
D. H. Glade, Esq.,	H. Stauber, Esq.,
J. Stiven, Esq.,	R. H. Macaulay, Esq., and

John Marshall, Esq., Secretary.

The Secretary read the notice convening the meeting.

The Chairman said that they were aware that hitherto it had been customary for the Governor of Bombay to appoint one of their number as an additional member of the Legislative Council, and in that way an efficient, if somewhat informal, representation of the commercial interests of this city had been maintained in the Council. This system was no longer in force. By the Indian Councils Act of last year the size and scope of this Council were enlarged, and by the regulations subsequently issued by the Government of India under the Act the power of indirectly electing representatives to the Legislative Council was granted to various public bodies in the Presidency. He said the power of *indirectly* electing representatives, because as a matter of fact these

public bodies had only the power of recommending representatives to the Governor, who at his discretion would nominate them to seats in the Council. The regulations of the Government of India had been recently supplemented by rules issued by the Government of Bombay ; they enumerated eight public bodies which possessed the right of recommending representatives and one of the eight was the Chamber of Commerce. The position was, therefore, practically this : that the privilege which hitherto they had enjoyed by favour they now enjoyed by express enactment of Government. He believed that he expressed their unanimous opinion when he said that the Chamber highly appreciated the privilege conferred on it, and he was confident their representatives would do credit to their choice and would be of service to the Council. The recommendation was to be determined by a majority of votes given at an election, and it was therefore, necessary to frame a set of rules for that election. The Committee thought that they could not do better than propose for adoption, with a few necessary modifications, the rules already in force for the election of Chairman of the Chamber. These rules required no explanation or defence ; they had been found to work well in the past in the case of the Chairmanship, and the Committee had no reason to doubt that they would work equally well in the election of their representatives in the Council. They would observe that the Committee proposed to make their elected representative in the Council an *ex-officio* member of Committee. It was essential that he should be in touch with the Chamber and that he could not well be unless he was in the Committee and took part in the current business. He concluded by moving that the new rules should be adopted, and that the present rules VI and VII be amended as under :—

(1) The election shall be by ballot on such day as the Committee of the Chamber for the time being shall appoint.

(2) Seven clear days' notice of the day fixed shall be given to members by circular, or advertisement, or both.

(3) A list of the persons eligible for election shall be circulated to members by the Secretary, seven clear days before the day of election.

(4) Those eligible for election shall be partners in firms who are members or managers holding powers of attorney ; the officers in charge of banking and shipping establishments, the representatives of railways and joint-stock companies, and those who are members in their own right.

(5) The voting shall be by papers signed by members and deposited in the ballot-box which shall be placed in the Chamber from 10 a.m. to 6 p.m., of the appointed day.

(6) Two scrutineers appointed by the Committee shall open the ballot-box at 6 p.m. on the appointed day and declare the result.

(7) The gentleman who has the largest number of votes shall be declared duly elected; but in the event of an equality of votes for two or more nominees, the members of the Chamber shall vote afresh in the manner above laid down.

(8) In the event of a casual vacancy the above course shall be followed in electing a nominee to fill the vacancy.

AMENDED FORM OF RULE VI.

The affairs and funds of the Association shall be managed by a Committee of nine ordinary members consisting of the Chairman and the Deputy Chairman of the Chamber and seven members, and in the event of the elected representative of the Chamber in the Legislative Council of H. E. the Governor of Bombay not being a member of the Committee at the time of his nomination, he also shall be *ex-officio* a member of the Committee during his term of office. The Chairman or Deputy-Chairman as the case may be shall be *ex-officio* Chairman of the Committee, and in their absence the Committee shall elect their own Chairman. Three to be a quorum.

AMENDED FORM OF CLAUSE 1 OF RULE VII.

The Committee shall consist of nine ordinary members, one of whom shall hold the office of Chairman and another that of Deputy Chairman, of whom the two latter officers shall be elected by ballot. The elected representative of the Chamber in the Legislative Council of the Governor of Bombay shall also be *ex-officio* a member of the Committee during his term of Office.

AMENDED FORM OF CLAUSE 12 OF RULE VII.

The remaining ordinary members of the Committee shall be nominated by the retiring Committee, in conjunction with the newly-elected chairman and deputy chairman; such nomination to be submitted to the Chamber at a general meeting for confirmation.

Mr. G. A. Barnett seconded the proposition, which was carried unanimously.

RULE FOR THE ELECTION OF MEMBERS.

The Chairman proposed that the present form of rule II be amended as under :—

All persons engaged or interested in mercantile pursuits desirous of joining the Chamber and disposed to aid in carrying into effect the objects of the same, shall be admitted members by the vote of a majority of not less than two-thirds of those voting at a general meeting, as provided for in the rule III, the names of candidates with their proposers and seconders to be circulated to member seven clear days before the meeting ; or by a majority of two-thirds of the votes taken by ballot in the rooms of the Chamber at which at least one-fourth of the members of the Chamber have registered their votes. The ballot to take place after seven clear days' notice to the members, stating the names of the candidates proposed with their proposers and seconders, and the ballot shall remain open at least three clear days.

Mr. Abercrombie seconded.

Mr. L. R. W. Forrest moved an amendment that instead of the words "seven days" in the amended form of rule II the words "three days" should be substituted.

Mr. Stiven seconded the amendment.

The amendment being put to the meeting it was found that there were seven votes for and seven against it. The Chairman gave his casting vote in favour of the amendment, which was accordingly carried.

This terminated the proceedings.

PROCEEDINGS of the General Meeting of the members of the Bombay Chamber of Commerce held on Wednesday, 26th July 1893, at 4-30 p.m. to transact the following business :—

I. To confirm additions to and alterations in the Tonnage Scale in regard to the articles "Sugar in double bags" and "Flour Middlings, or Sharps, in bags," in accordance with ascertained measurements.

II. To elect new members of the Chamber ; and to transact any other business that may be brought forward.

Present :—

The Hon'ble Mr. W. R. MACDONELL, *Chairman*.

H. U. Uloth, Esq.,
J. Stiven, Esq.,
G. A. Barnett, Esq., C.I.E.
N. S. Glazebrook, Esq.,
A. Abercrombie, Esq.,
C. G. Giro, Esq.,
G. K. Heinrichs, Esq.,
A. C. Trapp, Esq.,
I. O'Callaghan, Esq.,
B. Nicholson, Esq.,
F. M. Flower, Esq.,
P. B. Savile, Esq.,
C. H. B. Forbes, Esq.,
L. R. W. Forrest, Esq.,
G. McLaren, Esq.,
A. Francke, Esq.,
J. Greenwood, Esq.,
A. K. Leslie, Esq., and
John Marshall, Esq., *Secretary*.

The Secretary having read the notice convening the meeting, the Chairman intimated that The Bombay Dyeing and Manufacturing Company, Limited, proposed by Messrs. Ritchie, Steuart & Co., and seconded by Messrs. D. M. Petit Sons & Co., had been duly balloted for and elected members of the Chamber.

The following resolution was then proposed by the Chairman, seconded by Mr. C. G. Giro, and carried unanimously :—

"That the Chamber's Tonnage Scale for Steamers for "Sugar," in double bags, be altered from 16 cwt. to 19 cwt. per ton ; and that the Scale for "Flour Middlings, or Sharps," in bags, be fixed at 12 cwt. per ton for steamers."

PROCEEDINGS of the Annual General Meeting of the members of the Bombay Chamber of Commerce held on Wednesday, 14th February 1894 at 4 p.m., to transact the following business :—

I. To receive the Report of the out-going Committee.

II. To confirm the nomination of the members of the new Committee, made in accordance with Section 12 of Rule VII ; and to transact any other business that may be brought forward :—

Present :—

The Hon'ble Mr. W. R. MACDONELL, *Chairman.*

A. F. Simpson, Esq.,	F. A. Reddie, Esq.,
G. Cotton, Esq.,	H. E. E. Proctor, Esq.,
H. Greaves, Esq.,	H. C. Wright, Esq.,
A. Abercrombie, Esq.,	G. K. Heinrichs, Esq.,
N. S. Glazebrook, Esq.,	I. O'Callaghan, Esq.,
C. H. Armstrong, Esq.,	F. Graham, Esq.,
F. C. Macrae, Esq.,	E. Schoen, Esq.,
F. W. Shaw, Esq.,	A. McLaggan, Esq.,
A. C. Trapp, Esq.,	G. A. Barnett, Esq., C.I.E.,
A. Pallis, Esq.,	C. G. Giro, Esq.,
M. C. Turner, Esq.,	Vizbhucandas Atmaram, Esq.,
B. J. Rustomjee, Esq.,	J. W. Brown, Esq.,
L. Aeppli, Esq.,	S. L. Wyatt, Esq.,
J. Fairclough, Esq.,	F. M. Flower, Esq.,
T. Sharples, Esq.,	J. Tintner, Esq.,
G. H. Townsend, Esq.,	J. A. Shepherd, Esq.,
L. R. W. Forrest, Esq.,	H. Stauber, Esq., and

John Marshall, Esq., *Secretary.*

The Chairman, in moving the adoption of the report, said : Gentlemen,—The annual report, which has been in your hands for several days, has been prepared by Mr. Marshall with his usual skill, and gives a clear and business-like statement of the various subjects which have occupied the attention of your Committee during the year. It has been a period singularly barren in questions of importance, and therefore the report may appear to you a record of somewhat dull and uninteresting proceedings : still I trust you will look on it as a record of useful work. One question, however, of supreme importance came before us, namely, the currency legislation of the Government. The year was made memorable by the passing of the Currency Act on 26th

June. It was apparent that the time had come when "something had to be done," and in framing their proposals the Government of India seem to have had two main objects in view—first, to satisfy the demands of that portion of the mercantile community, who assured them that the commerce of the country was ruinously affected by the fluctuations in the sterling value of the rupee; and secondly, to save themselves from the financial ruin which they foresaw impending over them when the expected repeal of the Sherman Act in America should take place. Had the Bill been brought forward solely in the interests of trade, it would have provoked, I have no doubt, the most determined opposition on the part of many of us, for we are not all of the same mind as those representatives of commerce to whose counsels the Government hearkened. But as regards the financial difficulties which threatened the Government, there was, I think, practical unanimity both as to their existence and their gravity. The Act of the 26th June was a bold attempt to face these difficulties, and your Committee accepted it without criticism as a great and momentous experiment. The principles of the Act were endorsed by an able and representative Committee, in whom we had great confidence. We believed that the object of Government could not be attained in a month, possibly not even in six months, that the experiment should be carried on for at least a whole year, so as to submit it to the action of all the varying economic forces of Indian trade, before a sound judgment could be formed on the efficacy of the measure. Holding these views, we ventured to interpose only once, last August, when the Secretary of State, after holding his hand for six weeks from selling Councils, suddenly abandoned his policy of delay, and let 12 lakhs go at the very dullest period of the export season. We then addressed the Government of India very briefly, pointing out that the sale had been made at an inopportune moment before the export season had begun. Other public bodies remonstrated about the same time, and the Secretary of State stayed his hand, and has sold practically no Councils from that day to this. The result of the measure must be exceedingly disappointing to its supporters. The rupee to-day is worth less than one and two pence; ten months of the financial year have elapsed, and the undrawn balance of Councils amounts to the enormous sum of 12 millions sterling; the Secretary of State to supply his immediate requirements had to borrow in the London market, and his borrowing powers being almost exhausted, has taken further powers for future emergencies. The stars in their courses seem to have fought against the Government. The export season

hitherto has been dull and dragging; imports of merchandise in every important department have increased largely as compared with those of last year, while silver, in spite of the closing of the Mints, has continued to pour into the country in enormous quantities. In this connection I cannot help regarding it as a misfortune that at this critical time the Government of India have lost the services of Sir D. Barbour, who from the first has been so closely identified with their currency policy. They have had to send all the way to New Zealand for his successor. I trust Mr. Westland is not going to prove the fore-runner of Lord Macaulay's New Zealander, come to survey the ruins of Indian finance. The imports of silver have naturally attracted much attention, because I imagine few anticipated that an enormous business would be done in that metal, when in consequence of the closing of the Mints, it was reduced to the same position, so far as the public was concerned, as the humbler metals, such as copper or iron. I am not aware of any authoritative explanation having been given as to what has become of the silver imported during the last few months; but it seems to me reasonable to assume that a great deal of it has gone into hoards in exchange for rupees, and many hard words have been used as to the foolishness of the natives of India in exchanging good rupees for a depreciating metal. I am not at all sure that these strictures are just in view of the following considerations. Looking at the imports of treasure from 1846-47, when gold was first distinguished from silver in the statistics, I find that in only two years out of the 47 did the exports of gold exceed the imports: those years were 1878-79 and 1892-93. Of course the excess of the former year is explained by the disastrous famine of 1876-78. What is the explanation of the excess in 1892-93? Evidently the low exchange. In 1890-91, you will remember, exchange was high and ran up to between 1s. 8d. and 1s. 9d., in autumn; and in that year the net imports of gold were the largest on record. In 1892-93 exchange ruled low, the average rate of Councils being 1s. 3d., the lowest on record, and there was a net export of gold of 281 lakhs. Now let us put ourselves in the position of the native who bought gold in 1890-91 at an average exchange of, say, 1s. 8d; with Rs. 120 he bought ten sovereigns, hoarded them, and in 1892-93, when exchange was at 1s. 3d., sold them for Rs. 160. Further, in 1893-94, when silver was at Rs. 90 per 100 tolas, he bought with his 160 Rupees 178 tolas of silver, and his position now is that his Rupees 120 of 1890-91 have grown into 178 tolas of silver in three years, surely an attractive and by no means unreason-

able investment for a man who by hereditary instinct likes a hoard of bullion, and who probably concerns himself not at all with such complicated question as arise from the closing of the Mints. Some authorities, impatient of the position, advocate a duty on imports of silver, and it seems very probable that there has been a good deal of speculative buying of silver on the chance of a duty being ultimately imposed. In my opinion Government have been well advised in not taking this step. Had it been part of the original scheme, recommended by the Government and endorsed by the Herschell Committee, few, I think, would have objected, but the imposition of a duty now, for the purpose of helping their currency scheme, would, it seems to me, indicate weakness and distrust of their own measure, on the part of Government, which might lead to utter failure. It would also have had this disadvantage—a serious one in my opinion—that it would have prevented us from realising to what extent, if any, silver imports have a permanent adverse effect on the experiment of Government. You no doubt observed Mr. Courtney's remarks on this subject the other day in the House of Commons on the third reading of the East India Loans Bill. His opinion is specially valuable, as he is the only member of the Herschell Committee who has publicly expressed any views on the question, so far as I am aware, since the publication of the Committee's report. He gave it as his opinion that the imposition of a duty would give a bonus to people who did not deserve it, would interfere with trade, and afford no considerable assistance to the Indian Government. In my opinion a duty on silver would give the final blow to the trade in exports from India to silver-using countries. I doubt if the Herschell Committee gave sufficient consideration to the effect of the closing of the Mints on this trade. They argued that if the gold price of commodities exported from these silver-using countries did not fall owing to the fall in the gold value of silver, they would realise a higher silver price, and China, for example, would then be able to pay a higher price for Bombay yarns. But such an equilibrium, although theoretically certain in the long run, if China must have Indian opium and yarn, takes time, and, until it is effected, the Indian mills suffer. If a heavy import duty is imposed on silver the adjustment is postponed. With what success the Indian cotton mills will be able to tide over this trying time by opening up markets for their production in India itself remains to be seen. I have no doubt that the able and enterprising men at the head of these concerns will do all that is possible

in that direction, and fortunately in their Japan trade they are helped at present by extraordinarily low frieghts. As I have said, we are in the dark as to what becomes of the silver imported during the last few months. How much of it is hoarded in the shape of bullion or ornaments; how much held speculatively by capitalists; how much is coined by the native mints; until we have light on these points, we cannot be satisfied that we have got to the bottom of one of the most important elements in the problem. I know that the inquiry, except as regards the native mints, is surrounded by difficulties, but only Government have the organisation suitable for obtaining the information if it can be obtained at all. I would, therefore, earnestly urge this inquiry on Government in their own interest as well as ours; if they have any information already, I would ask them to publish it. Surely they know exactly what is being done in the native mints. The action of these mints is attracting attention at home, and Sir J. Gorst asked the Under-Secretary for India the other day whether two small Native States were minting silver at the rate of 13 lakhs a day. The Under-Secretary replied that he had asked the Government of India for information. What information they supplied we do not know, but it seems to me a preposterous idea that any two native mints are coining at such a rate. The announcement made by the Secretary of State on the 20th January as to his future policy in dealing with Council Bills did not seem to your Committee to call for any action on their part. The policy seemed to me on the whole a sound one, provided that he sold firmly, and this I anticipated he would do. With regard to the announcement itself I have only two remarks to make. If it was necessary to make it at all, it might have been more carefully expressed so as to preclude the possibility of more than one construction being put upon it. Opinion was divided as to its meaning, some holding that it indicated that the Secretary of State would sell at market rates whatever they might be, while others believed that he would not follow the rapid decline which followed the announcement. My other remark is this. The reference in the announcement to the export seasonhaving now begun is somewhat misleading. It is true the busiest export season in Bombay and Burmah is now beginning, but, on the other hand, the season for several of the most important crops in Bengal, such as jute, indigo, and tea, is practically over, and these crops were financed without recourse to the Sec-

retary of State. We are no longer in the dark as to the Secretary of State's policy. Sir William Harcourt stated in the House of Commons last night that Government had no intention of reverting to a fixed minimum for Council drafts. I am very much afraid that this policy of meeting the market will lead to a further fall in exchange. The fall that followed the announcement of 20th January seems to have been caused, to some extent at least, by an expectation on the part of the Banks that Councils would be let go at market rates, and I am afraid of a repetition of this downward movement. On the other hand, if he now held for a moderate minimum, I think it probable that he would get it, and might even succeed in forcing it up during the present export season. The crops must be financed, and looking to the position of the money markets in India, I do not see where the money is to come from except by the purchase of Council Bills. At the same time I admit the Secretary of State has good authority for his policy. You have no doubt observed in yesterday's newspapers that Sir David Barbour is reported to be in favour of meeting the market, with the qualification that some discretion should of course be used. I cannot reconcile this expression of opinion with the belief that seems to be widely held, that in this matter the Secretary of State is acting in direct opposition to the views of the Government of India. If there is an authoritative exponent of these views, it is surely Sir David Barbour. I hope the Government will have the courage to go on with their experiment until it has been thoroughly tried, in spite of the low level which exchange has reached and the serious deficit which is now threatening them. Had they not embarked on their currency experiment, they would probably by this time have had to face a more serious deficit, and when they did embark on it, they must have contemplated the possibility of at least temporary failure and consequent loss. They have already to face a loss, and will have to provide for it; but if at this time of day they falter and change their policy, all their labour and anxiety, as well as their money, will have been wasted on a partially tried experiment which will have taught them nothing. With these remarks I now leave these extremely difficult and complicated questions. I need not occupy your time by referring at length to the arrangement between Government and the Exchange Banks with regard to the disposal of the silver in transit to India at the passing of the Currency Act last June, as the matter has been fully dealt with in the Commit-

tee's report. In connection with this matter I would only say, that in my opinion the solution of the difficulty would have been facilitated had Government distinguished more clearly between speculation on the part of the Banks and speculation on the part of their customers, and I also think that Government made too much of the fact that the main features of the recommendations of the Herschell Committee were published in a German newspaper before the report was published. Everybody was guessing what these recommendations were going to be, and it would have been strange had nobody guessed right. You will observe that we have recommended Government to pass an Act similar to the English Companies (Memorandum of Association) Act of 1890. The object of the Act is to enable a Company to alter the provisions of its Memorandum of Association with respect to the objects of the Company without having to go through the tedious and expensive process of liquidation. The Act carefully provides for the protection of the shareholders and creditors. The alteration must be passed by special resolution and confirmed on petition by the Court, and before confirming the alteration the court must be satisfied that the interests of shareholders, debenture holders, and creditors are duly protected. Further, it is to be observed that the memorandum of agreement can only be altered with respect to the object of the Company so far as may be required in order to enable it to do one or more of five things—(1) to carry on its business more economically and efficiently ; (2) to attain its main purpose by new or improved means ; (3) to enlarge or change the local area of its operations ; (4) to carry on some business which under existing circumstances may advantageously be combined with the business of the Company ; and (5) to restrict or abandon any of the subjects specified in the memorandum of association. I think you will all agree with your Committee that a similar Act in India would be a useful and welcome addition to the statute book. Our thanks are due to those members who so efficiently represent the Chamber in the Municipal Corporation and the Port Trust. So indispensable are they on the Corporation, that I observe consideration of an important measure was postponed at the Corporation the other day owing to the absence of one of our representatives in England. But it is with the Port Trust that, as merchants, we are more immediately concerned, and it is a body of which the city is justly proud. The aim of its officials, from the Chairman downwards, is to further the interests of the mercantile community, and one has only to look at

its docks, bunders, and other properties to see what immense benefits it has conferred on Bombay. At present the Trustees are engaged in opening up their property in Mazagon and northward by means of a network of roads, which will facilitate transport in that important district from the docks and bunders. The construction of the overbridge at Wari Bunder, which is so urgently required, is still delayed pending the result of negotiations with the Municipality, for the construction at their expense of a road from the bridge through Mazagon to join the Port Trust roads. I trust that the negotiations will soon be brought to a satisfactory conclusion. As regards overbridges in other parts of the town, nothing is being done apparently, and the Charni Road level-crossing, to which my predecessor alluded last year, is as great a nuisance as ever. I would add that the railway traffic alongside the Queen's Road might be conducted with more regard to the convenience and safety of that unfortunate portion of the community, who morning and evening have to drive along that crowded thoroughfare, which seems to get more and more crowded every day. With regard to our finances, you will observe that although our expenses are rather less than last year, and subscriptions and payments for our publications keep up satisfactorily, we are trenching on our reserve to a considerable extent. The falling off in measurement fees is accountable for the deficit. These are bound to improve with the trade of the port, and it is fortunate that we have such a substantial reserve to fall back upon in a year of reduced income. As your representative in the Governor's Council, the account of my stewardship is necessarily brief: only one Bill was discussed and passed, and the principle of the Bill, which I supported, had, I believe, your unanimous approval. I beg to tender my cordial thanks to the members of the Outgoing Committee and to the Secretary and Assistant Secretary for the help which they have always given me, and to you, gentlemen, for the great honour you paid me by electing me your representative in the Governor's Council, and by re-electing me your chairman for another year. I conclude by moving the adoption of the report, viz. :—

> "That the report of the Committee of the Bombay Chamber of Commerce for the year 1893, which has been circulated, be adopted and printed for general information, together with the documents therein referred to."

Mr. L. R. W. Forrest, in seconding the motion, said: Gentlemen, I rise to second the adoption of the report. As the Committee remark,

there have not been many interesting questions to discuss during the past year, and that all-absorbing subject of interest—the Currency question—they appear to have felt themselves precluded from discussing except on one solitary occasion, when, to the surprise of some of their friends, they telegraphed about the middle of August to the Supreme Government about the sale of Council Bills. I have no doubt that they felt at the time they were expressing the sentiments of a large portion of the mercantile community, but whenever the action of Government is discussed it must be remembered that they, the Government, acted in accordance with that sentiment. I think it will be found that the Select Committee have done useful work in their criticisms on the Indian Merchant Shipping Bill, and on the Draft Rules under the Native Passenger Act. On behalf of the shipping interests I wish to thank the Committee for the great assistance they gave us in obtaining a suspension of the rules under the Deck and Load Lines Act, and to express our obligation to his Excellency the Governor in Council for having so promptly acceded to the representations made to him on the subject, and for having arranged to give greater publicity to the rules issued under the Merchant Shipping and Indian Ports Acts. It has since been found that vessels marked at home under the Board of Trade Rules are not subject to the rules of the Indian Deck and Load Lines Act, and we shall, therefore, not need to trouble the Committee of the Chamber to further discuss the question. I hope to be pardoned for touching on my favourite subject—railway extension—but I must express my regret that another annual meeting has taken place, without anything having been done with the feeder lines in Guzerat. There are two of them—the Ahmedabad and Prantej and the Surat and Nundobar—which, as far as statistics can prove anything, are certain to return 6 per cent., and yet the parent line and the Government of India are unable to come to terms about their construction. Years roll by, and these promising remunerative public works are untouched. I trust the new Committee will again address Government on the subject. We must congratulate ourselves that under the new rules of the Indian Councils Act of 1892 the Chamber has the honour of selecting a person for submission to H. E. the Governor as an additional member of the Legislative Council. It is an honour, I am sure, in all value. Your representatives in the Port Trust will, I feel certain, allow me to express their satisfaction with the manner in which the Chairman of the Port Trust seeks to improve the facilities to the Import and Export trade of the port. He is now endeavouring to

increase the direct shipments of produce. He is fertile in ideas and has shown originality in suggesting new schemes, the result of which will soon be made known to you. You will all be glad to hear the revenues of the Port Trust are increasing, thanks chiefly to the import trade, which has so adversely affected exchange, but all our crops promise well, and there is no reason to fear that the receipts from the export trade will be less than last year. If Exchange steadies we shall no doubt have an increased demand from Europe before long for all our produce.

The motion was then carried.

Mr. George Cotton proposed, "That the thanks of the Chamber be tendered to the Chairman, Deputy Chairman, and the outgoing Committee for their able conduct of the affairs of the Chamber during the past year." He said he was sure that no words of his were needed to commend the motion to their very hearty approval, but at the same time he was inclined to think that those present would be unwilling to give their thanks to the Chairman, Deputy Chairman, and members of the outgoing Committee by a silent vote. He had always thought that Indian Chambers of Commerce held, as it were, a special position as compared with Chambers of Commerce in other parts of the world, for not only had they to consider the ordinary questions that arose between firms with reference to mercantile matters, but, thanks to the Supreme and Local Governments and to the various Administrators in India, they had very often to give advice and make suggestions to Government. It was seldom, if ever, that any large question was disposed of by the Legislative Councils, or any important change was made by the various Administrators, without consulting the Chamber, and it was a matter of great pride that the Bombay Chamber, by its advice, careful suggestions, and judicious opinions, had won that respect and confidence from Government that enabled them to be an almost representative body. They were all very grateful to the Committee for the work they had done during the past year—work that was somewhat evidenced by the report that had been presented that afternoon. He said "somewhat evidenced," because the report itself contained as it were a summary of their decisions, but it conveyed only a faint idea of the real amount of labour that had been gone through to arrive at those decisions. He was quite sure that all the members of the Chamber cordially approved of what their Committee had done in the past year. It was a circumstance of which they might well be proud that they could find amongst the busy men of Bombay nine gentlemen to

meet once a week to consider the affairs of the mercantile community, and not only spend two or three hours there one day a week, but were willing to give up time to the many questions that were sent to them in the form of papers, and write, as he had no doubt they did, the elaborate minutes upon them, which were so familiar to members of the Chamber. There was one point which needed special mention, and that was the position the Committee had wisely taken up regarding the silver question. As they said, they felt there was a great difference of opinion between the members of the Chamber concerning the question, and they had wisely resisted the temptation to offer any opinion. He had noticed the other day that the Chamber in their address to the new Viceroy were most judicious in abstaining from expressing any opinion whatever on the subject. One thing that he wished to suggest to the new Committee was that when the Budget, which would most likely contain surprises for them, was issued, a meeting of the Chamber should be immediately called to consider it. Many important questions would be involved, and it would be wise for the Chamber to take them into consideration before it was too late.

Mr. I. O'Callaghan, in seconding the motion, which was adopted, remarked that the Chamber had established a reputation for the influence it had in all mercantile matters, which was acknowledged by the Supreme Government as well as all the local Governments throughout the country.

On the motion of Mr. G. K. Heinrichs, seconded by Mr. Giro, Mr. Clement Poole was re-elected Auditor for the year 1894.

Mr. G. A. Barnett, C.I.E., proposed, Mr. F. C. Macrae seconded, and it was resolved, that the following gentlemen be elected members of the Committee of the Bombay Chamber of Commerce for the year 1894:—Mr. L. R. W. Forrest, Mr. I. O'Callaghan, Mr. G. H. Townsend, Mr. M. C. Turner, Mr. L. Aeppli, Mr. E. Schoen, and Mr. F. Graham.

Mr. George Cotton proposed a vote of thanks to the Chairman for his conduct in the chair and for the exhaustive and interesting speech with which he had favoured the Chamber.

The proposition having been adopted, the proceedings terminated.

THE INDIAN TARIFF ACT,* 1894.

(*Act No. VIII of* 1894.)

CONTENTS.

PREAMBLE.

SECTIONS.

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7. Duty on salt, opium and spirit, when protected by a certificate.
8. Application of certain provisions as to duties and goods.
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10. When contracts have been entered into, amount of increased or decreased duty to be added or deducted.
11. Amendment of Act VIII of 1878, section 23.

SCHEDULE I.—ACTS REPEALED.

SCHEDULES II, III AND IV.—IMPORT TARIFF.

SCHEDULE V.—EXPORT TARIFF.

An Act to amend the law relating to Customs duties, and for other purposes.

WHEREAS it is expedient to amend the law relating to the duties of customs on goods imported and exported by sea, and to provide for the levy of duties on goods crossing the frontier of certain Foreign European Settlements in India and of the territories of certain Native Chiefs ; It is hereby enacted as follows :—

Title, extent and commencement.

1. (1) This Act may be called the Indian Tariff Act, 1894.

(2) it extends to the whole of British India except Aden and Perim, and

(3) It shall come into force at once.

Repeal.

2. (1) The Acts mentioned in the first schedule are repealed to the extent specified therein ;

(2) But all notifications published, and rules and orders made, under any of those Acts, and in force immediately before the commencement of this Act, shall, so far as they are consistent herewith, be deemed to have been respectively published and made under this Act; and

(3) All references made to the Indian Tariff Act, 1875, and the Indian Tariff Act, 1882, in Acts or Regulations passed before the commencement of this Act, shall be deemed to be made to this Act.

(4) Nothing in this Act shall authorize the levy of duties of customs on any article carried from one customs-port in British India to another such port, except salt, opium and spirit.

Duties specified in schedules to be levied.

3. There shall be levied and collected, in every port to which this Act applies, the duties specified in the second, third, fourth and fifth schedules.

Export of pepper from Cochin.

4. On all pepper exported by sea from the port of Cochin there shall be levied such duty not exceeding nine rupees per khandi as the Governor of Fort Saint George in Council may determine; and at the close of each year, or as soon thereafter as may be convenient, the Customs-Collector at the said port shall, after deducting the expenses of collection, pay the duty collected under this section to the Governments of Travancore and Cochin in such proportion and in such manner as the Governor of Fort Saint George in Council may direct.

Duties on goods crossing certain frontiers.

5. (1) Duties of customs shall be levied at the rates respectively prescribed in the second, third and fourth schedules on goods passing by land out of, and in the fifth schedule on goods passing by land into,—

(*a*) Foreign European Settlements in India;

(*b*) any territory declared, under the power hereinafter in this section conferred, to be foreign territory.

(2) Subject to the control of the Governor General in Council, the Governor of Fort Saint George in Council and the Governor of Bombay in Council may, by notification in the local official Gazette, respectively, declare that the territory of any Native Chief situate within, or bordering on, the territories respectively administered by such Governors, but not subject to the jurisdiction of the Courts and Civil authorities of such territories, shall be deemed, for the purposes of this section, to be foreign territory.

(3) The Governor General in Council may, by notification in the Gazette of India, declare that the territory of any other Native Chief shall be deemed, for the purposes of this section, to be foreign territory.

Amendment of Act XVI, 1863, section 1.

6. In Act No. XVI of 1863, section 1, for the words "calculated at ten" the words "not exceeding five" shall be substituted.

Duty on salt, opium and spirit, when protected by a certificate.

7. (1) Salt, opium and spirit imported from any port in British India, and protected by the certificate of an officer empowered in that behalf by the Governor General in Council or the Local Government are chargeable with only the amount, if any, by which the duty leviable thereon under the third schedule exceeds the duty shown by such certificate to have been already paid in respect thereof.

(2) The amount, if any, paid to the Government as the price of such salt or opium is not duty within the meaning of this section.

(3) Nothing in this section applies to spirit which is exported under bond for excise-duty from one customs-port to another customs-port under the provisions of Chapter XIV of the Sea Customs Act, 1878.

Application of certain provisions as to duties and goods.

8. So far as regards the Presidency of Fort Saint George, the unrepealed provisions of Act No. VI of 1844, and, so far as regards the Presidency of Bombay, the unrepealed provisions of Act No. XXIX of 1857, relating to the levy of duties and to dutiable goods, shall, *mutatis mutandis*, apply to duties levied and goods liable to duty under or by virtue of section 5, sub-section (1), clause (*b*).

Power to cancel notifications.

9. All notifications published under this Act may be cancelled by the authority publishing the same.

When contracts have been entered into, amount of increased or decreased duty to be added or deducted.

10. In the event of any duty of customs or excise on any article being imposed, increased, decreased or remitted after the making of any contract for the sale of such article without stipulation as to the payment of duty where duty was not chargeable at the time of the making of the contract, or for the sale of such article duty-paid where duty was chargeable at that time,—

(*a*) if such imposition or increase so takes effect that the duty or increased duty, as the case may be, is paid, the seller may add so much to the contract price as will be equivalent to the duty or increase of duty, and he shall be entitled to be paid and to sue for and recover such addition, and

(*b*) if such decrease or remission so takes effect that the decreased duty only or no duty, as the case may be, is paid, the purchaser may deduct so much from the contract-price as will be equivalent to the decrease of duty or remitted duty, and he shall not be liable to pay or be sued for or in respect of such deduction.

Amendment of Act VIII of 1878, section 23.

11. In the second paragraph of section 23 of the Sea Customs Act, 1878, the words "with the previous sanction of the Governor General in Council" shall be inserted after the word "may."

SCHEDULE I.—(ACTS REPEALED.)

Number and year.	Title.	Extent of repeal.
	Acts of the Governor General in Council.	
XI of 1882 ...	Indian Tariff Act, 1882	So much as has not been repealed.
II of 1887 ...	An Act to amend the Sea Customs Act, 1878, the Excise Act, 1881, and the Indian Tariff Act, 1882.	Section 8.
II of 1888 ...	An Act to provide for the levy of a customs-duty on Petroleum.	Section 1.
VIII of 1889 ...	An Act to amend the Sea Customs Act, 1878 and the Indian Tariff Act. 1882.	Sections 3, 4 and 5.
XII of 1890 ...	An Act to amend the Indian Tariff Act, 1882.	The whole.
I of 1892 ...	An Act to amend the Indian Tariff Act 1882.	Ditto.
IX of 1893 ...	An Act to amend the Indian Tariff Act 1882 as amended by subsequent Acts.	Ditto.

SCHEDULE II.—(IMPORT TARIFF.)

Arms, Ammunition and Military Stores, including, in addition to the articles specifically mentioned in this Schedule,

(*a*) all articles which are either "arms" or "ammunition" within the meaning of the Indian Arms Act, and

(*b*) any articles which the Governor General in Council may, by notification in the Gazette of India, declare to be "Military Stores" for the purposes of this Act.

	Names of Articles.	Duty. R.	a.
1.	Firearms other than pistols, for each...	50	0
2.	Barrels for the same, whether single or double, for each ...	30	0
3.	Pistols, for each	15	0
4.	Barrels for the same, whether single or double, for each ...	10	0
5.	Springs used for firearms, for each	8	0
6.	Gunstocks, sights, blocks and rollers, for each	5	0
7.	Revolver-breeches, for each cartridge they will carry ...	2	8
8.	Extractors, nippers, heel-plates, pins, screws, tangs, bolts, thumb-pieces, triggers, trigger-guards, hammers, pistons, plates and all other parts of a firearm not herein otherwise provided for, and all tools used for cleaning or putting together or loading the same, for each	1	8
9.	Machines for making or loading or closing cartridges, for each	10	0
10.	Machines for capping cartridges, for each	2	0

Exception 1.—Articles falling under the 5th, 6th, 8th, 9th, or 10th head of the foregoing list, when they appertain to a firearm, falling under the 1st or 3rd head, and are fitted into the same case with such firearm, are free.

Exception II.—The following are also free, namely:—

(*a*) Arms forming part of the regular equipment of an Officer entitled to wear diplomatic, military or police uniform;

(*b*) a sword, a revolver or a pair of pistols when accompanying an Officer of Her Majesty's Regular Forces, or a commissioned officer of a volunteer corps, or certified by the commandant of the corps to which such officer belongs, or, in the case of an officer not attached to any corps, by the officer commanding the station or district in which such officer is serving, to be imported by the officer for the purposes of his equipment;

(*c*) swords and revolvers which are certified by an Inspector-General of Police to be part of the ordinary equipment of members of the Police force under his charge;

(*d*) swords forming part of the equipment of native commissioned officers of Her Majesty's Army;

(*e*) swords for presentation as army or volunteer prizes;

(*f*) arms, ammunition and military stores imported with the sanction of the Government of India for the use of any portion of the military forces of a Native State in India, which may be maintained and organised for Imperial Service;

(*g*) Morris tubes and patent ammunition when imported by officers commanding British and Native regiments or volunteer corps, for the instruction of their men.

Proviso 1.—No duty in excess of ten per cent. *ad valorem* shall be levied upon any of the articles mentioned in the foregoing list when they are imported in reasonable quantity, for his own private use, by any person lawfully entitled to possess the same.

Proviso 2.—When any articles which have been otherwise imported, and upon which duty has been levied or is leviable under numbers 1 to 10 are purchased retail from the importer by a person lawfully entitled as aforesaid, in reasonable quantity for his own private use, the importer may apply to the Customs-Collector for a refund or remission (as the case may be) of so much of the duty thereon as is in excess of ten per centum *ad valorem*; and if such Collector is satisfied as to the identity of the articles, and that such importer is in other respects entitled to such refund or remission, he shall grant the same accordingly.

	Tariff Valuation.	Rate of duty.
	R. a.	
11. Gunpowder, common, per lb.	0 5	10 per cent.
„ sporting. „	1 0	
12. All other sorts of arms, ammunition, and military stores	*ad valorem.*	

SCHEDULE III.—(IMPORT TARIFF.)

LIQUORS, OPIUM, SALT, AND SALTED FISH.

No.	Names of Articles.	Per	Rate of duty.
			R. a.
1	LIQUORS—		
	Ale, beer and porter	Imperial gallon or six quart bottles.	0 1
	Cider and other fermented liquors		
	Liqueurs	"	6 0
	Spirit intended to be used exclusively in arts or manufactures, or in chemistry, and which has been rendered effectually and permanently unfit for human consumption	.....	Five per cent. *ad valorem*.
	Spirit when used in drugs, medicines or chemicals in a proportion of less than twenty per cent. of spirit of the strength of London proof.		
	Spirit when so used in a proportion of twenty per cent. and upwards.	Imperial gallon or six quart bottles of the strength of London proof	6 0 and the duty to be increased or reduced in proportion as the strength of the spirit exceeds or is less than London proof.
	Spirit, perfumed, in wood or in bottles.	Imperial gallon or six quart bottles.	8 0
	Spirit, other sorts.	Imperial gallon or six quart bottles of the strength of London proof	6 0 and the duty to be increased or reduced in proportion as the strength of the spirit exceeds or is less than London proof.

SCHEDULE III.—(IMPORT TARIFF.)

LIQUORS, OPIUM, SALT, AND SALTED FISH.

No.	Names of Articles.	Per	Rate of duty.
			Rs. a.
	Wines—		
	Champagne and all other sparkling wines not containing more than 42 per cent. of proof spirit.	Imperial gallon or six quart bottles.	2 8
	Champagne and all other sparkling wines containing more than 42 per cent. of proof spirit.	„	6 0
	All other sorts of wines not containing more than 42 per cent. of proof spirit.	„	1 0
	All other sorts of wines containing more than 42 per cent. of proof spirit.	„	6 0
2	OPIUM, not covered by a Government pass.	ser of 80 tolas.	24 0
3	SALT.	Indian maund of 82 2/7 lb avoirdupois weight.	The rate at which excise duty is for the time being leviable on salt manufactured in the place where the import takes place.
4	SALTED fish, wet or dry.	„	Such rate or rates of duty not exceeding twelve annas, as the Governor General in Council may, by notification in the Gazette of India, from time to time prescribe.

SCHEDULE IV.—(IMPORT TARIFF.)

GENERAL DUTIES.

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	ARTICLES OF FOOD AND DRINK.		Rs. a.	
1	COFFEE	cwt.	65 0	Five per cent.
2	FRUITS AND VEGETABLES—			
	Almonds without shell ...	,,	40 0	,,
	,, in the shell ...	,,	13 0	,,
	Cashew or cajoo kernels ...	,,	12 0	,,
	Cocoanuts	thousand	40 0	,,
	,, kernel (khopra) ...	cwt.	9 0	,,
	Currants, European	,,	35 0	,,
	,, Persian	,,	12 0	,,
	Dates, dry, in bags	,,	5 0	,,
	,, wet ,, ...	,,	4 0	,,
	,, ,, in pots and boxes...	,,	8 0	,,
	Figs, European	,,	42 0	,,
	,, Persian, dried	,,	6 8	,,
	Garlic	,,	5 0	,,
	Pistacho nuts	,,	25 0	,,
	Prunes, Bussora (alu-Bokhara)	,,	10 0	,,
	Raisins, black, Persian Gulf, Red Sea and Kishmish ...	,,	12 0	,,
	,, Munakka, Persian Gulf, and Red Sea	,,	10 0	,,
	,, Malaga and bloom ...	lb.	0 10	,,
	,, Other sorts	.....	*ad valorem*	,,
	Walnuts	cwt.	6 0	,,
	All other sorts, except fresh fruits and vegetables not separately enumerated, which are free	.....	*ad valorem*	,,
3	PROVISIONS, OILMAN'S STORES, AND GROCERIES—			
	Bacon in cans, jowls and cheeks	lb.	0 12	,,
	Beef and Pork...	tierce of 3 cwt.	75 0	,,
		barrel of 2 cwt.	50 0	,,
	Biche de mer	cwt.	50 0	,,
	Butter	lb.	1 0	,,
	Cheese	,,	0 12	,,
	China preserves	box of six jars	8 0	,,
	Fish-maws	cwt.	100 0	,,
	Flour	barrel or sack of 200 lb.	20 0	,,
	Ghi	cwt.	40 0	,,

SCHEDULE IV.—(IMPORT TARIFF.)—*contd.*

GENERAL DUTIES.—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	ARTICLES OF FOOD AND DRINK.—*concld.*		Rs. a.	
	PROVISIONS, OILMAN'S STORES, AND GROCERIES—*concld.*			
	Groceries not otherwise described..	.....	*ad valorem*	Five per cent.
	Pork hams	lb.	0 12	"
	Sago	cwt.	10 0	"
	Shark-fins	"	30 0	"
	Singally and Sozille	"	15 0	"
	Tapioca...	"	12 0	"
	Vinegar, European, in wood...	Imperial gallon	1 0	"
	" Persian	"	1 0	"
	" Country	"	0 6	"
	All other sorts of Provisions, Oilman's Stores, and Groceries	.....	*ad valorem*	"
	SPICES—			
	Aniseed, Star	cwt.	25 0	"
	Betelnuts—Goa	"	14 0	"
	" —in the husk ...	thousand	2 0	"
	" —white, srivardan...	cwt.	28 0	"
	" —all other sorts ...	"	7 0	"
	Cardamoms, other than bastard	"	250 0	"
	Chillies, dry	"	9 0	"
	Cloves	"	20 0	"
	" stems and heads ...	"	5 0	"
	" in seeds, narlavang ...	"	8 0	"
	Ginger, dry	"	20 0	"
	Mace	lb.	1 8	"
	Nutmegs	"	1 0	"
	" in shell	"	0 10	"
	Pepper, black and long ...	cwt.	16 0	"
	" white	"	35 0	"
	All other sorts of spices ...	.....	*ad valorem*	"
5	SUGAR, China, candy	cwt.	20 0	"
	" loaf	"	23 0	"
	" crystallised beet ...	"	14 0	"
	" all other sorts, including saccharine produce of all kinds and confectionery	.....	*ad valorem*	"
6	TEA, black	lb.	0 10	"
	" green	"	1 4	"

SCHEDULE IV.—(IMPORT TARIFF.—*contd.*)

GENERAL DUTIES.—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, AND DYEING AND TANNING MATERIALS.		Rs. a.	
7	CHEMICAL PRODUCTS AND PREPARATIONS—			
	Acid, sulphuric	lb	0 2	Five per cent.
	Alkali, country (sajji-khar) ...	cwt.	2 0	,,
	Alum	,,	5 0	,,
	Arsenic...	,,	25 0	,,
	,, China mansil	,,	16 0	,,
	Bicarbonate of soda	,,	7 0	,,
	Copperas, green	,,	3 0	,,
	Explosives, namely, blasting gelatine, dynamite, roburite, tonite, and all other descriptions	.....	*ad valorem*	,,
	Sal ammoniac	cwt.	30 0	,,
	Sulphur (brimstone), flour ...	,,	5 8	,,
	,, (,,) roll ...	,,	5 0	,,
	,, (,,) rough ...	,,	4 0	,,
	All other sorts of chemical products and preparations...	.....	*ad valorem*	,,
8	DRUGS, MEDICINES AND NARCOTICS—			
	Aloes, black	cwt.	14 0	,,
	,, Socotra...	,,	25 0	,,
	Aloe-wood	lb	3 0	,,
	Asafœtida (hing)	cwt.	80 0	,,
	,, course (hingra) ...	,,	18 0	,,
	Atary, Persian...	,,	15 0	,,
	Brimstone (amalsara) ...	,,	45 0	,,
	Camphor, Bhemsani (baras)..	lb	100 0	,,
	,, refined, cake ...	,,	1 0	,,
	,, crude, in powder ...	,,	0 12	,,
	Cassia lignea	cwt.	20 0	,,
	China root (chobchni) rough..	,,	7 0	,,
	,, ,, ,, scraped	,,	16 0	,,
	Galangal, China	,,	8 0	,,
	Pellitory (akalkara)	,,	30 0	,,
	Salep	,,	100 0	,,
	Senna leaves	,,	4 8	,,
	Storax, liquid (rose melloes)...	,,	46 0	,,

SCHEDULE IV.—(IMPORT TARIFF.)—*contd.*

GENERAL DUTIES.—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, AND DYEING AND TANNING MATERIALS.—*concld.*		Rs. a.	
	DRUGS, MEDICINES AND NARCOTICS.—*concld.*			
	Tobacco manufactured and unmanufactured	.....	*ad valorem*	Five per cent.
	All other sorts of drugs, medicines and narcotics, except Quinine, which is free, and Opium (for which see Schedule III)	.....	„	„
9	DYEING AND TANNING MATERIALS—			
	Alizarine dyes, all colours ...	.....	*ad valorem*	„
	Aniline „ „ ...	lb.	1 8	„
	Cochineal	„	1 0	„
	Gallnuts, myrabolams ...	cwt.	4 8	„
	„ Persian	„	37 0	„
	Madder or manjit	„	12 0	„
	Orchilla weed	„	9 8	„
	Sappan wood and root ...	„	5 8	„
	All other sorts of dyeing and tanning materials	.....	*ad valorem*	„
	METALS AND MANUFACTURES OF METALS.			
10	HARDWARE AND CUTLERY, including ironmongery and plated-ware, but excluding machinery and the component parts of machinery, which are free	.....	„	„
11	METALS, unwrought and wrought and articles made of metals—			
	Brass, beads, ghungri China ...	thousand	1 0	„
	„ Old	cwt.	27 0	„
	„ sheets, rolls, very thin ...	„	75 0	„
	„ wire	lb.	0 7	„
	„ all other sorts	.....	*ad valorem*	„
	Copper, Australian	cwt.	40 0	„
	„ bolt	„	43 0	„

SCHEDULE IV.—IMPORT TARIFF.—*contd.*

GENERAL DUTIES.—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	METALS AND MANUFACTURES OF METALS—*Contd.*		Rs. a.	
	METALS, unwrought and wrought and articles made of metals—*contd.*			
	Copper brazier's and sheets...	cwt.	43 0	Five per cent.
	„ China cash	„	32 0	„
	„ Japan	„	38 0	„
	„ nails and composition nails...	„	43 0	„
	„ old	„	38 0	„
	„ pigs and slabs ...	„	38 0	„
	„ sheathing, plate and raised bottoms ...	„	45 0	„
	„ tiles, ingots, cakes and bricks	„	39 0	„
	„ China, white copperware	lb.	1 2	„
	„ foil or dankpana ...	hundred leaves	3 0	„
	„ wire, including wire of phosphor-bronze ...	lb.	0 9	„
	„ all other sorts, unmanufactured and manufactured ...	.....	*ad valorem*	„
	Gold leaf, European	hundred leaves	3 0	„
	„ „ China and mock ...	.....	*ad valorem*	„
	Iron, anchors and cables ...	.....	„	One per cent.
	„ angle and T	ton	110 0	„
	„ beams, pillars, girders, bridge-work and other descriptions of iron imported exclusively for building purposes ...	.....	*ad valorem*	„
	„ flat, square and bolt, including Scotch... ...	ton	90 0	„
	„ galvanised, other than nails	cwt.	9 8	„
	„ galvanised, sheets and ridging	„	9 8	„
	„ hoop, plate and sheet, other than Swedish ...	ton	128	„

SCHEDULE IV.—(IMPORT TARIFF.)—*contd.*

GENERAL DUTIES.—*contd.*

No.	Names of Articles.	Per	Tariff Valuation. Rs. a.	Duty.
	METALS AND MANUFACTURES OF METALS—*contd.*			
11	METALS, unwrought and wrought and articles made of metals—*contd.*			
	Iron nails, rose, clasp and flat-headed, rivets and washers...	cwt.	11 0	One per cent.
	„ nails, other sorts, including galvanised	.....	*ad valorem*	„
	„ nail-rod	ton	100 0	„
	„ Old	cwt.	2 0	„
	„ pig	ton	50 0	„
	„ pipes and tubes	.....	*ad valorem*	„
	„ rice bowls	set of ten	4 9	„
	„ „ „	set of six	2 9	„
	„ rod, round, other than Swedish, not exceeding half an inch in diameter	ton	100 0	„
	„ rod, round, other than Swedish, exceeding half an inch in diameter ...	„	90 0	„
	„ Swedish, flat, square, and bolt	„	145 0	„
	„ Swedish, nail-rod ...	„	170 0	„
	„ „ round rod, not exceeding half an inch in diameter	„	180 0	„
	„ tinned plates	cwt.	10 0	„
	„ all other sorts, including wire, but excluding railway materials, which are free...	.....	*ad valorem*	„
	Lametta, double reels	score	4 8	Five per cent.
	„ single „	.....	*ad valorem*	„
	Lead, ore galena	cwt.	12 0	„
	„ pig	„	9 8	„
	„ pipes	.....	*ad valorem*	„
	„ sheets, other than sheets for tea chests, which are free	cwt.	10 0	„
	Orsidue and brass leaves, foreign, European	lb.	1 2	„
	„ „ „ China ...	„	1 0	„

SCHEDULE IV.—(IMPORT TARIFF.)—*contd.*

GENERAL DUTIES.—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	• METALS AND MANUFACTURES OF METALS—*concld.*		Rs. a.	
11	METALS, unwrought and wrought, and articles made of metals—*concld.*			
	Patent or yellow metal, sheathing, sheets and bolts... ...	cwt.	38 0	Five per cent.
	Patent or yellow metal, sheathing, sheets and bolts, old ...	„	30 0	„
	Quicksilver	lb.	1 6	„
	Shot, bird	cwt.	16 0	„
	Silver bullion or coin, except current coin of the Government of India, which is free .	.....	*ad valorem*	„
	Steel, blistered	cwt.	7 0	One per cent.
	„ British and foreign, other than Swedish... ...	.....	*ad valorem*	„
	„ cast	.....	„	„
	Steel, spring	cwt.	7 0	„
	„ Swedish	„	13 0	„
	Steel, all other sorts, except railway materials, which are free	.....	*ad valorem*	„
	Tin, block	cwt.	70 0	Five per cent.
	„ foil, China...	lb.	0 12	„
	„ other sorts...	.....	*ad valorem*	„
	Zinc or spelter, nails	cwt.	21 0	„
	„ „ plates and other shapes, soft...	„	16 0	„
	„ „ „ hard..	„	13 0	„
	„ „ sheet or sheathing... ...	„	18 0	„
	„ „ all other sorts.	.....	*ad valorem*	„
	All other sorts of metals except gold bullion and coin, which are free	.....	„	„
12	OILS.			
	OILS—			
	Cassia	lb.	8 0	„
	Cocoanut	cwt.	13 0	„

SCHEDULE VI.—(IMPORT TARIFF.)—*contd.*

GENERAL DUTIES.—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OILS.—*concld.*		Rs. a.	
12	OILS—			Five per cent.
	Grass	lb.	1 12	
	Jinjili or til	cwt.	15 0	„
	Linseed European	Imperial gallon	1 12	„
	Otto of sorts	ounce	10 0	„
	Petroleum, including also naphtha and the liquids commonly known by the names of rock-oil, Rangoon oil, Burma oil, kerosine, paraffin oil, mineral oil, petroline, gasoline, benzol, benzoline, benzine, and any inflammable liquid which is made from petroleum, coal, schist, shale, peat or any other bituminous substance, or from any products of petroleum ...	Imperial gallon	.....	One anna.
	Petroleum, which has its flashing point at or above two hundred degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Customs Collector to be intended for use exclusively for the batching of jute or other fibre or for lubricating purposes ...	.....	*ad valorem*	Five per cent.
	Sandalwood	lb.	8 0	„
	Turpentine	Imperial gallon	1 14	„
	Whale (except spermaceti) and fish	cwt.	15 0	„
	Wood	„	25 0	„
	All other sorts of oil	.....	*ad valorem*	„
	OTHER ARTICLES UNMANUFACTURED AND MANUFACTURED.			
13	APPAREL, including haberdashery and millinery and military and other uniforms and accoutrements, but excluding boots and shoes (for which see No. 39) and uniforms and accoutrements imported by a public servant for his personal use, which are free	.....	*ad valorem*	„

SCHEDULE IV.—(IMPORT TARIFF.)—*contd.*

GENERAL DUTIES.—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES UNMANUFACTURED AND MANUFACTURED—*contd.*		Rs. a.	
14	BRUSHES, all sorts	.....	*ad valorem*	Five per cent.
15	BUILDING AND ENGINEERING MATERIALS, namely, Asphalt, Cement of all kinds, earthenware piping, and other kinds.	.....	"	"
16	CABINET-WARE AND FURNITURE	.....	"	"
17	CANDLES, paraffin	lb.	0 5	"
	" spermaceti	"	0 6	"
	" wax	"	1 0	"
	" all other sorts, including composition...	"	0 5	"
18	CANES, RATTANS, ARTICLES MADE OF CANE OR RATTAN, AND BASKET WORK—			
	Canes, Malacca	dozen	1 0	"
	Rattans	cwt.	7 0	"
	All other sorts except common bamboos, which are free	.....	*ad valorem*	"
19	CARRIAGES and component parts thereof, except railway carriages and trucks, which are free	.....	"	"
20	CHINESE AND JAPANESE-WARE, including lacqueredware, but excluding earthenware, china and porcelain (for which see No. 26)	.....	"	"
21	CLOCKS, WATCHES and other timekeepers	.....	"	"
22	COIR AND ARTICLES MADE OF COIR, EXCEPT CABLES AND ROPE for which see No. 24)—			
	Yarn of all kinds	cwt.	9 0	"
	All other sorts	.....	*ad valorem*	"
23	CORAL, real	.....	"	"
24	CORDAGE AND ROPE made of any vegetable fibre—			
	COIR, cables, tarred ...	cwt.	10 0	"
	" rope	"	10 0	"
	Cordage, hemp, European ...	"	25 0	"
	" " Manila ...	"	30 0	"

SCHEDULE IV.—(IMPORT TARIFF.)—*contd.*

GENERAL DUTIES.—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd*			
	CANES, RATTANS, ARTICLES MADE OF CANE OR RATTANS, AND BASKET WORK—*contd.*		Rs. a.	Five per cent.
	Twine, sajl, European ...	lb.	0 8	
	All other sorts of cordage and rope	.....	*ad valorem*	,,
25	CORK and articles made of cork—			
	Bottle corks	gross	1 0	,,
	Vial corks	,,	0 4	,,
	All other sorts	.....	*ad valorem*	,,
26	EARTHENWARE (except Earthenware piping, for which see No. 15), china, china clay and porcelain	.....	,,	,,
27	FEATHERS	.....	,,	,,
28	FIREWORKS, China	box of 133⅓lb.	35 0	,,
	,, all other sorts ...	.....	*ad valorem*	,,
29	FLAX and articles made of Flax, including linen-thread ...	.....	,,	,,
30	GLASS, glass-ware, beads, false pearls, and false corals—			
	Bangles, glass, China, gilt...	hundred pairs	15 0	,,
	,, ,, ,, not gilt.	,,	3 0	,,
	Beads, China	cwt.	36 0	,,
	Coral, false	.....	*ad valorem*	,,
	Glass, China, all colours ...	133⅓lb.	32 0	,,
	,, crown, coloured ...	100 superficial ft.	14 0	,,
	,, ,, of sizes ...	,,	6 8	,,
	Pearls, false, Bajria ...	lakh	3 0	,,
	,, ,, Boria ...	thousand	1 0	,,
	,, ,, Jauria ...	lakh	5 0	,,
	,, ,, Lolakh ...	thousand	0 12	,,
	,, ,, Nathia ...	,,	0 3	,,
	,, ,, Tachia ...	,,	1 0	,,
	,, ,, Wattanah ...	lakh	10 0	,,
	All other sorts of beads, false pearls, glass and glassware	.....	*ad valorem*	,,
31	GUMS, GUM-RESINS, and articles made of gum or gum-resin—			
	Copal...	cwt.	56 0	,,
	Cutch and gambier... ...	,,	17 0	,,

SCHEDULE.—IV.—(IMPORT TARIFF.)—*contd.*

GENERAL DUTIES.—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
31	GUMS, GUM-RESINS, and articles made of gum or gum-resin —*contd.*		Rs. a.	Five per cent.
	Gum Ammoniac	cwt.	14 0	
	„ Arabic...	„	18 0	
	„ Bdellium (common gum)	„	10 0	
	„ Benjamin	„	40 0	„
	„ Bysabol (coarse) myrrh)	„	14 0	„
	„ Olibanum or frankincense	„	12 0	„
	„ Persian (false) ...	„	10 0	„
	„ Kino	„	10 0	„
	Myrrh	„	40 0	„
	Rosin	„	4 4	„
	All other sorts of gums, gum-resins, and articles made of gum or gum-resin	.....	*ad valorem*	„
32	HEMP and articles made of hemp—			
	Piece-goods and all other sorts (except rope, for which see No. 24)	.....	„	„
33	HIDES AND SKINS (except raw or salted hides and skins, which are free)—			
	Hides, border-	each	32 0	„
	„ buffalo	score	80 0	„
	„ cow	„	60 0	„
	Skins, all kinds	.....	*ad valorem*	„
34	INSTRUMENTS AND APPARATUS— Musical, Drawing, Measuring, Optical, Photographic (including materials for photography), Surveying and Surgical (including surgical appliances)	.....	*ad valorem*	
35	IVORY AND IVORY-WARE— Unmanufactured—			
	Elephants' grinders ...	cwt.	125 0	

SCHEDULE IV.—(IMPORT TARIFF.)

GENERAL DUTIES.—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*			
*	GUMS, GUM-RESINS, and articles made of gum or gum-resin —*contd.*		Rs. a.	
	Elephants' tusks (other than hollows, centres and points) each exceeding 20lb in weight and hollows, centres and points each weighing 10lb. and over...	cwt.	800 0	Five per cent.
	Elephants' tusks (other than hollows, centres and points) not less than 10lb and not exceeding 20lb each, and hollows, centres and points each weighing less than 10lb	"	680 0	"
	Elephants' tusks each less than 10lb (other than hollows, centres and points)	"	525 0	"
	Sea-cow or moye teeth, each not less than 4lb	"	175 0	"
	Sea-cow or moye teeth, each not less than 3lb and under 4lb	"	170 0	"
	Sea-cow or moye teeth, each less than 3lb	"	130 0	"
	Articles made of ivory ...	.....	*ad valorem*	"
36	JEWELLERY, including plate—			"
	Silverware, plain } other " embossed or } than Eu- chased } ropean	tola	1 0	"
		"	1 4	"
	All other sorts, except precious stones and pearls, unset, which are free ...	.....	*ad valorem*	"
37	JUTE, articles made of	.....	"	"
38	LAC, all sorts	.....	"	"
39	LEATHER and articles made of Leather, including Boots and Shoes, Harness and Saddlery, but excluding Belting for driving Machinery, which is free.	.....	*ad valorem*	"
40	MARINE AND NAVAL STORES, not otherwise described ...	.....	"	"
41	MATCHES, Lucifer, and all other sorts	.....	"	"

SCHEDULE IV.—(IMPORT TARIFF.)

GENERAL DUTIES.

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*		Rs. a.	
42	MATS—			Five per cent.
	Floor-matting, China and Singapore, of all sorts	hundred	75 0	
	All other sorts, except coir-matting (for which see No. 22)	.....	*ad valorem*	,,
43	OIL-CLOTH AND FLOOR-CLOTH ...	.....	,,	,,
44	PAINTS, COLOURS, PAINTERS' MATERIALS, and Compositions for application to leather and metals—			
	Ochre, other than European, all colours... ...	cwt.	1 8	,,
	Paints of sorts	,,	9 0	,,
	,, composition ...	,,	56 0	,,
	,, patent driers ...	,,	10 0	,,
	Prussian blue, China ...	lb.	0 10	,,
	,, ,, European ...	,,	1 0	,,
	Red lead	cwt.	12 0	,,
	Turpentine	Imperial gallon	1 14	,,
	Verdigris	cwt.	70 0	,,
	Vermilion, Canton	box of 90 bundles.	94 0	,,
	White lead	cwt.	14 0	,,
	All other sorts	.....	*ad valorem*	,,
45	PAPER of all kinds	.....	,,	,,
46	PERFUMERY—			
	Rose-flowers, dried	cwt.	12 0	,,
	Rose-water	Imperial gallon	1 14	,,
	All other sorts, except perfumed spirit (for which see Schedule III)	.....	*ad valorem*	,,
47	PIECE-GOODS, not otherwise described, except cotton piece-goods, which are free ...	.....	,,	,,
48	PIPES and other implements used in the consumption of tobacco...	.....	,,	,,
49	PITCH, TAR AND DAMMER—			
	Bitumen	.....	,,	,,
	Dammer	cw	6 0	,,
	Pitch American and European.	,,	6 0	,,
	,, coal	,,	2 8	,,
	Tar, American and European.	,,	6 0	,,
	,, coal	,,	2 8	,,
	,, mineral	.....	*ad valorem*	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*contd.*		Rs. a.	
50	SEEDS—			Five per cent.
	Castor	cwt.	4 8	
	Cummin	,,	17 0	,,
	,, Black	,,	6 0	,,
	Linseed	,,	5 8	,,
	Methi	,,	4 0	,,
	Mustard, rape or sarson ...	,,	5 0	,,
	Poppy	,,	6 0	,,
	Quince, bihidána	,,	45 0	,,
	Sozira	,,	22 0	,,
	Til or jinjily	,,	7 8	,,
	All other sorts	.....	*ad valorem*	,,
51	SHELLS AND COWRIES—			
	Chanks—large shells, for cameos	hundred	6 8	,,
	,, white, live	,,	7 0	,,
	,, ,, dead	,,	4 0	,,
	Cowras	,,	0 8	,,
	Cowries, bazar, common ...	cwt.	3 0	,,
	,, Maldive	,,	7 8	,,
	,, Nakhla	,,	65 0	,,
	,, Sankhla	,,	60 0	,,
	,, yellow, superior quality	,,	2 8	,,
	Mother-of-pearl, nacre ...	,,	30 0	,,
	Tortoise-shell	,,	7 0	,,
	,, nakh	,,	1 0	,,
	All other sorts...	,,	*ad valorem*	,,
52	SILK, AND ARTICLES MADE OF SILK—			
	Floss	lb.	9 0	,,
	Piece-goods	.....	*ad valorem*	,,
	Raw silk—			
	Chaháram, Cochin-China, and yellow Shanghai...	,,	5 4	,,
	Mathow	,,	3 4	,,
	Other kinds of China ...	,,	7 0	,,
	Waste and Kachra ...	,,	1 2	,,
	Panjam	,,	2 0	,,
	Persian	,,	4 4	,,
	Siam	,,	2 0	,,
	Produced from the tasar or other wild worm ...	,,	2 8	,,

SCHEDULE IV.—(IMPORT TARIFF.)—*concld.*

GENERAL DUTIES.

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*concld.*		Rs. a.	Five per cent.
	Sewing thread, China ...	lb.	9 0	
	All other sorts...	.....	*ad valorem*	„
53	SOAP	.....	„	„
54	STATIONERY, excluding paper (for which see No. 45) ...	.....	„	„
55	STONE AND MARBLE	.....	„	„
56	TALLOW AND GREASE	cwt.	25 0	„
57	TOILET REQUISITES not otherwise described...	.....	*ad valorem*	„
58	TOYS and requisites for all games	.....	„	„
59	UMBRELLAS, COTTON, under 20 inches...	each	0 10	„
	„ „ 20 inches and upwards.	„	1 0	„
	„ „ oiled, other than European.	„	0 9	„
	„ „all other sorts including paper kettisals...	.....	*ad valorem*	„
60	WAX	cwt.	32 0	„
61	WOOD AND TIMBER, except railway sleepers and firewood, which are free	.....	*ad valorem*	„
62	WOOLLEN GOODS— Braid, Hosiery, Piece-goods, All other sorts	.....	„	„

SCHEDULE V.—(EXPORT TARIFF.)

	Name of Article.	Rate of duty.
	RICE, WHETHER HUSKED OR UNHUSKED, INCLUDING RICE-FLOUR.	Three annas per Indian maund of 82 2/7 lb. avoirdupois weight.

S. HARVEY JAMES,
Secretary to the Government of India.

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 6th January.	Week ending 13th January.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 2 21/32d.	1s. 2 21/32d.
„ „ Sight	1s. 2 11/16d.	1s. 2 11/16d.
„ „ 3 m'ths' „	1s. 2¾d.	1s. 2¾d.
„ „ 4 „ „	1s. 2 25/32d.	1s. 2 25/32d.
„ „ 6 „ „	1s. 2 27/32d.	1s. 2 27/32d.
First-class Credits Sight	1s. 2¾d.	1s. 2¾d.
„ 3 m'ths' „	1s. 2 27/32d.	1s. 2 27/32d.
„ 4 „ „	1s. 2¾d.	1s. 2¾
„ 6 „ „	1s. 2 31/32d.	1s. 2 31/32d.
Documents ... ... 3 „ „	1s. 2¾d.	1s. 2¾d.
„ „ 4 „ „	1s. 2 29/32d.	1s. 2 29/32d.
„ ... ... 6 „ „	1s. 3d.	1s. 3d.
Paris Francs Mercantile Bills... Sight	1·55	1·55
„ „ „ ... 3 m'ths' „	1·56	1·56
„ „ „ ... 4 „ „	1·56½	1·56¼
„ „ „ ... 6 „ „	1·57¼	1·57½
On Calcutta Bank Telegraphic Transfer	100 1/32	100 3/32
On China Mer'tile Bills, 60 days' Sight,	Hongkong Rs. 216 per 100$; Shanghai Rs. 298 per 100 Taels; Japan Rs. 218 per 100$,	Hongkong Rs. 216 per 100$; Shanghai Rs. 298½ per 100 Taels; Japan Rs. 217 per 100$.
Eng. Bar Gold, 100 touch (per tola)	Rs. 26-11-0	Rs. 26-2-0
Sovereigns	„ 16-2-6	„ 16-2-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	7 per cent.	7 per cent.
„ of Interest on Demand Loans on Govt. Securities.	5 „	5 „
Rate of Interest in the open Market on Govt. Securities ...	5 „	5 „
Money Market	Money in request.	Steady.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 103-10-0	Rs. 103-13-0
Four-and-a-half per cents. ...	Nominal.	Nominal.
IMPORTS.		
PIECE GOODS— Market	Quiet but steady.	Quiet.
6½ to 7 lbs. 34-38 in. Grey Shrtgs (per piece).	Rs. 3-4-0	Rs. 3-4-0
7½ to 8½ lbs „ „ „ ...	„ 4-0-0	„ 4-0-0
2½ to 3 lbs. 22-30 in Madapollams „ ..	„ 1-11-0	„ 1-11-0
No. 40s Mule Twist, (per lb.) ...	As. 8½ to 9	As. 8½ to 9¼
No. 30s Water „ „ ...	„ 8½ to 9¼	„ 8¾ to 9¼
Copper Braziers, (in bundles) (per cwt.)	Rs. 44-5-0	Rs. 44-4-0
Yellow Metal, (in cases) („)	„ 38-14-0	„ 38-14-0
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 32-0-0	„ 32-0-0
Staffordshire Bar Iron, „ „...	„ 34-0-0	„ 34-0-0
Swedish Bar Iron, „ „...	„ 50-0-0 to Rs. 51-0-0	„ 50-0-0 to Rs. 51-0-0
Davison's West Hartley Coal, (per ton) alongside.	„ 18½ rdy. Rs. 17 frwd.	Rs. 17½ rdy. Noml.; „ 15½ forward.
Welsh Hartley Coal, (per ton) „	Nominal.	.....
Cardiff Coal, „ „	Rs. 20 rdy; Rs. 17½ frwd.	Rs. 19 rdy; Rs. 16 forwd.

mittee of the Chamber of Commerce during the Year 1893.

Quotations.	Week ending 6th January.	Week ending 13th January.
EXPORTS.		
Cotton— Market. (per candy.)	Firm.	Steady.
Broach, ... Fine ...	Rs. 283 March.	Rs. 272 March.
Do. ... ... Good...	„ 273 „	„ 262 „
Barsee ... ... F.G. ...	„ 260 „	„ 260 „
Do. ... ... Good...	„ 250 „	„ 250 „
Oomrawuttee, Good Staple, Fine.	.....	.....
„ „ F.G....	Rs. 255 March.	Rs. 255 March.
„ „ Good..	.....	.....
Khandeish .. .. Fine..	.....	.....
„ ... ... F.G....	Rs. 240 Ready.	Rs. 240 Ready
„ .. .. Good..	.....	.....
Belattee ... .. Fine....	Rs. 255 Ready.	Rs. 255 Ready
„ .. ... F.G. ..	„ 246 „	„ 246 „
„ .. .. Good...	.....	.....
Dhollera .. .. Fine ...	Rs. 260 May	Rs. 252 May
„ .. .. F.G. ..	„ 250 „	„ 241 „
„ .. .. Good ..	„ 235 „	„ 225 „
Bengals .. .. Fine ..	„ 243 Ready	„ 242 Ready
„ .. .. F.G. ..	„ 222 „	„ 218 „
„ ... ... Good..	„ 212 „	„ 210 „
Dharwar (S.G.) .. ... Good...	„ 255 May-June	„ 248 May-June
Westerns, .. Good ...	„ 245 „ „	„ 244 „ „
Gingelly Seed, White (per cwt.)..	„ 8-5-6 Ready	„ 8-5-0 Ready
„ „ Mixed „ ...	„ 7-12-9 „	„ 7-11-0 „
Linseed, Bold „ ...	„ 7 14-6 „	„ 7-14-0 „
„ Small Seed „ ..	„ 7-13-6 „	„ 7-12-6 „
Rapeseed, Guzerat Yellow „ ...	„ 7-7-0 „	„ 7-7-0 „
„ Brown Delhi „ ...	„ 6-12-6 „	„ 6-12-6 „
„ Yellow Cawnpore „ ...	„ 7-2-0 „	„ 7-1-6 „
Poppy Seed „ ...	„ 8-1-0 „	„ 8-2-0 „
Groundnuts „ ..	„ 6-14-0 „	„ 6-13-0 „
Castor Seed „ ...	.....	.....
Wheat, White Pessy „	Rs. 4-14-6 „ 91 % „ 4-13-6 „ 85 %	Rs. 4-14-6 „ 91 % „ 4-13-0 „ 85 %
„ Jabalpur Pessy „ ...	„ 4-11-6	„ 4-10-6 „
„ Ahmedabad (Soft Red) „ ...	„ 4-10-6 Forward	„ 4-10-0 Forward
„ Laskari „ ..	.....	.....
„ Hard Yellow „	..... Ready 75 % Rs 4-14-6 „ 63 % „ 4-13-0 „ 50 %	Rs. 4-15-6 Ready 75 % „ 4-14-0 „ 63 % „ 4-12-0 „ 50 %
„ Khandwa „ ..	.....	.....
„ Delhi No. 1, White Pessy „ ...	Rs. 4-13-6 Ready	Rs. 4-13-6 Ready
„ „ Red „ ..	„ 4-7-0 Forward	„ 4-6-6 Forward
„ Bugla or Jeyto „ ..	.....	.....
„ Hard Red Khatha 50 % „ ..	Rs. 4-8-0 Ready	Rs. 4-7-0 Ready
„ Nagpore Khathi „ ...	„ 4-8-0 Forward	„ 4-7-0 Forward
Opium, (Malwa) per chest, Old	„ 1,190	„ 1,185
„ „ New ..	„ 1,150	„ 1,150
FREIGHTS.		
Liverpool—Cotton, via Suez Canal, (per ton of 40 feet).	(Ready)	(Ready)
„ Seeds and Wheat	£0-15-0	£0-15-0
London—M'ment cargo, P. & O. Co. ..	£0-13-0	£0-13-0
„ Seeds and Wheat „ ...	£1-5-0	£1-5-0
„ M'ment cargo, Via Canal..	£0-12-0	£0-11-0
„ Seeds and Wheat „ ..	.....	....
Havre—M'ment cargo „ ..	£0-15-0	£0-15-0
„ Seeds and Wheat „ ..	£0-13-6	£0-13-6
Antwerp—M'ment cargo „ ..	£0-15-0	£0-14-0
„ Seeds and Wheat „ ..	£0-13-6	£0-13-0
Hull „ ..	£0-14-6	....
Dunkirk „ ..	£0-13-6	£0-13-0
Trieste & Venice—M'ment cargo, „ ..	£0-17-6	£0-15-0
„ Seeds & Wheat „ ..	.....	£0-13-9
Marseilles—M'ment cargo, „ ...	....	£0-13-9
„ Seeds & Wheat „ ...	£0-12-6	.....
Genoa—M'ment cargo, „ ...	.....	£0-15-0
„ Seeds and Wheat „ ...	.....	£0-13-6
China Steamer	Rs. 12 to Rs. 17	Rs. 12 to Rs. 17
Australia	„ 25 to „ 35	„ 25 to „ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 20th January.	Week ending 27th January.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 2 $\frac{3}{4}$d.	1s. 2 23/32d.
" " Sight	1s. 2 25/32d.	1s. 2 $\frac{3}{4}$d.
" " 3 m'ths' "	1s. 2 27/32d.	1s. 2 13/16d.
" " 4 " "	1s. 2 $\frac{7}{8}$d.	1s. 2 27/32d.
" " 6 " "	1s. 2 15/16d.	1s. 2 29/32d.
First-class Credits Sight	1s. 2 $\frac{7}{8}$d.	1s. 2 27/32d.
" " 3 " "	1s. 2 15/16d.	1s. 2 29/32d.
" " 4 " "	1s. 2 31/32d.	1s. 2 15/16d.
" " 6 " "	1s. 3 1/16d.	1s. 3 1/32d.
Documents 3 " "	1s. 2 31/32d.	1s. 2 15/16d.
" 4 " "	1s. 3d.	1s. 2 31/32d.
" 6 " "	1s. 3 3/32d.	1s. 3 1/16d.
Paris Francs Mercantile Bills 3 " "	1·56$\frac{3}{4}$	1·56
" " " 4 " "	1·57$\frac{1}{4}$	1·57
" " " 6 " "	1·58	1·58
On Calcutta Bank Telegraphic Transfer	100 1/16	100 1/16
On China Mer'tile Bills, 60 days' Sight	Hongkong Rs. 216$\frac{1}{2}$ per 100$; Shanghai Rs. 299$\frac{1}{2}$ per 100 Taels; Japan Rs. 217$\frac{1}{2}$ per 100 $	Hongkong Rs. 216$\frac{1}{2}$ per 100$; Shanghai Rs. 297$\frac{1}{2}$ per 100 Taels; Japan Rs 217$\frac{1}{2}$ per 100 $
English Bar Gold, 100 touch (per tola)	Rs. 26-0-0	Rs. 26-0-0
Sovereigns	" 16-2-0	" 16-6-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	7 per cent.	7 per cent.
" of Interest on Demand Loans on Govt. Securities.	5 "	5 "
Rate of Interest in the open Market on Govt. Securities ...	5 "	4 to 5 "
Money Market	Money in fair demand.	Quiet.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 103-15-0	Rs. 104-7-0
Four-and-a-half per cents. ...	Nominal.	Nominal.
IMPORTS.		
Piece Goods— Market	Quiet.	Quiet.
6$\frac{1}{2}$ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece)	Rs. 3-4-0	Rs. 3-4-0
7$\frac{1}{2}$ to 8$\frac{1}{2}$ lbs. " " "	" 4-0-0	" 4-0-0
2$\frac{1}{2}$ to 3lbs. 28-30in. Madapollams "	" 1-11-0	" 1-11-0
No. 40s Mule Twist, (per lb.) ...	As. 8$\frac{3}{4}$ to 9$\frac{1}{4}$	As. 8$\frac{3}{4}$ to 9$\frac{1}{4}$
No. 30s Water " " ...	" 8$\frac{3}{4}$ to 9$\frac{1}{4}$	" 8$\frac{3}{4}$ to 9$\frac{1}{4}$
Copper Braziers, (in bundles) (per cwt)	Rs. 44-0-0	Rs. 44-4-0
Yellow Metal, (in cases) " ...	" 38-12-0	" 38-12-0
Welsh Bar Iron, (per candy of 746$\frac{1}{2}$ lbs.)	" 30-0-0	" 30-0-0
Staffordshire Bar Iron, " " ...	" 33-0-0	" 33-0-0
Swedish Bar Iron, " " ...	" 48-0-0 to Rs. 50-0-0	" 49-0-0 to 50-0-0
Davison's West Hartley Coal, (per ton) alongside.	Rs. 17 ready; " 15$\frac{1}{4}$ forward.	Rs. 16$\frac{1}{4}$ ready; " 16$\frac{1}{4}$ forward.
Welsh Hartley Coal, (per ton) "	.....	.....
Cardiff Coal, (per ton) "	Rs. 20 rdy.; Rs. 15$\frac{3}{4}$ fwd.	Rs. 16$\frac{1}{4}$ rdy.; Rs.16$\frac{3}{4}$ fwd.

mittee of the Chamber of Commerce during the Year 1893—*contd.*

Quotations.	Week ending 20th January.	Week ending 27th January.
EXPORTS.		
Cotton— Market	Steady.	Quiet.
per candy ...		
Broach, ... Fine...	Rs. 274 March.	Rs. 273 March.
Do. ... ... Good ..	„ 265 „ „	„ 263 „
Barsee ... ... F.G....	„ 260 „ „	„ 258 „
Do. ... ... Good ..	„ 250 „ „	„ 248 „
Oomrawuttee, Good Staple, Fine...	.....	.....
„ „ F.G.	Rs. 255 March	Rs. 252 March
„ „ Good ...	.....	.....
Khandeish .. .. ..Fine ..	.....	.....
„ .. .. ..F. G..	Rs. 240 Ready	Rs. 237 Ready
„ ... .Good ..	.....	.....
Belatee .. ..Fine ..	Rs. 253 Ready	Rs. 250 Ready
„ .. ..F.G. ...	„ 243 „	„ 242 „
„ .. ..Good ..	.....	.....
Dhollera .. ..Fine ...	Rs. 252 May.	Rs. 250 May
„ .. ..F.G. ..	„ 240 „	„ 238 „
„ .. .. ..Good ..	„ 225 „	„ 224 „
Bengals .. .. ..Fine ..	„ 242 Ready	„ 237 Ready
„ .. .. ..F.G. ..	„ 218 „	„ 215 „
„ .. .. ..Good ..	„ 210 „	„ 205 „
Dharwar (S.G.) .. ..Good ..	„ 244 May-June	„ 244 May-June
Westerns .. .. ..Good ..	„ 233 „ „	„ 237 „ „
Gingelly Seed, White (per cwt.)..	„ 8-4-0 Ready	„ 8-6-0 Ready
„ Mixed „ ..	„ 7-10-6 „	„ 7-10-0 „
Linseed, Bold „ ..	„ 7-14-6 „	„ 8-1-0 „
„ Small Seed „ ..	„ 7-13-6 „	„ 8-0-0 „
Rapeseed, Guzerat Yellow „ ...	„ 7-7-0 „	„ 7-6-6 „
„ Brown Delhi „ ..	„ 6-12-6 „	„ 6-7-6 „
„ Yellow Cawapore „ ..	„ 7-2-0 „	„ 7-1-6 „
Poppy Seed „ ..	„ 8-3-0 „	„ 8-2-0 „
Groundnuts „ ..	„ 6-10-6 „	„ 6-8-0 „
Castor Seed „ ...	.....	.....
Wheat, White Pessy „	Rs. 4-14-0 „ 91 % „ 4-13-0 „ 85 %	Rs. 4-13-6 „ 91 % „ 4-12-3 „ 85 %
„ Jabalpur Pessy „ ...	„ 4-11-0 „	Rs. 4-11-0 „
„ Ahmedabad (Soft Red) „ ...	„ 4-10-0 Forward	„ 4-9-0 March-April
„ Laskari „ ..	.....	.....
„ Hard Yellow „	Rs. 5 2-6 Forward 75 % „ 4-14-0 Ready 63 % „ 4-12-0 „ 50 %	Rs. 5-2-6 Forward 75 % „ 4-14-0 Ready 63 % „ 4-12-0 „ 50 %
„ Khandwa „ ..	.....	.....
„ Delhi, No. 1, White Pessy, ...	Rs. 4-10-6 Forward	Rs. 4-11-0 Forward
„ „ Red „ ..	„ 4-7-0 „	„ 4-7-0 „
„ Bugla or Jeytoo „ ..	.....	.....
„ Hard Red Khatha 50 % „ ...	Rs. 4-7-6 Forward	Rs. 4-7-0 Forward
„ Nagpore Khathi „ ..	„ 4-6-6 „	„ 4-6-6 „
Opium, (Malwa) per chest, Old ..	„ 1,193	„ 1,200
„ „ „ New ..	„ 1,140	„ 1,155
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Suez Canal, (per ton of 40 feet).	£0-15-0	£0-14-6
„ Seeds & Wheat.. ...	£0-13-9	£0-13-9
London—M'ment cargo, P. & O. Co..	£1-5-0	£1-5-0
„ Seeds & Wheat do. ..	£0-11-6	£0-11-6
„ M'ment cargo, Via Canal..	.....	.....
„ Seeds and Wheat „ ..	.....	.....
Havre—M'ment cargo „ ..	£0-15-0	£0-15-0
„ Seeds and Wheat „ ...	£0-14-0	£0-14-0
Antwerp—M'ment cargo „ ..	£0-15-0	£0-15-0
„ Seeds and Wheat „ ..	£0-14-0	£0-14-0
Hull „ ..	.....	£0-13-6
Dunkirk „ ..	£0-14-0	£0-13-6
Trieste & Venice—M't. cargo, „ ..	£0-13-9	£0-12-6
„ „ Seeds & Wheat, „ ...	.....	.....
Marseilles—M'ment cargo „ ...	.....	.....
„ Seeds & Wheat „ ..	£0-13-3	£0-13-6
Genoa—M'ment cargo „ ...	£0-14-6	£0-14-0
„ Seeds and Wheat „ ...	£0-13-9	£0-13-6
China Steamer	Rs. 12 to Rs. 17	Rs. 12 to Rs. 17
Australia	„ 25 to „ 35	„ 25 to „ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 3rd February.	Week ending 10th February.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 2 21/32d.	1s. 2 23/32d.
" " Sight	1s. 2 11/16d.	1s. 2 23/32d.
" " 3 m'ths' "	1s. 2 ¾d.	1s. 2 25/32d.
" " 4 " "	1s. 2 25/32d.	1s. 2 13/16d.
" " 6 " "	1s. 2 13/16d.	1s. 2⅞d.
First-class Credits 3 " "	1s. 2 13/16d.	1s. 2⅞d.
" " 4 " "	...	1s. 2 29/32d.
" " 6 " "	1s. 2 29/32d.	1s. 2 31/32d.
Documents ... 3 " "	1s. 2 27/32d.	1s. 2 29/32d.
" " 4 " "	...	1s. 2 15/16d.
" " 6 " "	1s. 2 15/16d.	1s. 3d.
Paris Francs Mercantile Bills 3 " "	1·55¾	1·56¼
" " 6 " "	.....	1·57½
On Calcutta Bank Telegraphic Transfer	100 1/16	100 3/32
On China Mer'tile Bills, 60 days' Sight.	Hongkong Rs. 216 per 100 $	Hongkong Rs. 217 per 100 $; Shangai Rs. 301 per 100 Taels; Japan Rs. 217½ per 100 $.
English Bar Gold, 100 touch (per tola)	Rs. 26-0-0	Rs. 26-0-0
Sovereigns	" 16-6-6	" 16-5-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on PrivateBills	7 per cent.	7 per cent.
" of Interest on Demand Loans on Govt. Securities.	5 " "	5 "
Rate of Interest in the open Market on Govt. Securities ...	4 to 4½ "	5 "
Money Market	Very quiet.	Steady, but quiet.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 105-2-0	Rs. 105-8-0
Four-and-a-half per cents. ...	Nominal.	No Market and out of quotation.
IMPORTS.		
Piece Goods— Market	Quiet.	Quiet.
6½ to 7 lbs. 34-38 in. Grey Shrtgs (per piece).	Rs. 3-4-0	Rs. 3-4-0
7½ to 8½lbs. " " "	" 4-0-0	" 4-0-0
2½ to 3lbs. 28-30in. Madapollams "	" 1-11-0	" 1-11-0
No. 40s Mule Twist, (per lb.) ...	As. 9¼	As. 8¾ to 9¼
No. 30s Water " " ...	" 9¼	" 8¾ to 9¼
Copper Braziers, (in bundles.) (per cwt.)	Rs. 44-4-0	Rs. 44-8-0
Yellow Metal, (in cases) " ...	" 38-12-0	" 38-10-0
Welsh Bar Iron, (per candy of 746½ lbs.)	" 30-0-0 to Rs. 31-0-0	" 30-8-0
Staffordshire Bar Iron, " "	" 40-0-0 to " 42-0-0	" 32-0-0
Swedish Bar Iron, " "	" 48-0-0 to " 55-0-0	" 49-0-0
Davison's West Hartley Coal, (per ton) alongside.	Rs. 16½ ready; Rs. 15½ forward.	Rs. 17 ready. " 16 forward.
Welsh Hartley Coal, (per ton) "	.....	.....
Cardiff Coal, (") "	Rs. 16½ rdy.; Rs. 16¼ frwd	Rs. 16¾ rdy.; Rs. 16 frwd.

mittee of the Chamber of Commerce during the Year 1893—*contd.*

Quotations.	Week ending 3rd February.	Week ending 10th February.
EXPORTS.		
Cotton—	Steady.	Quiet.
per candy.		
Broach ... ... Fine...	Rs. 274 Feb.-March.	Rs. 260 March.
Do. ... ... Good ..	„ 265 Forward.	„ 253 „
Barsee ... ... F.G. ...	.....	.....
Do. ... ... Good ..	.....	Rs. 235 March.
Oomrawuttee, Good Staple, Fine	....	.....
„ „ ..F.G...	Rs. 213 Ready	Rs. 234 Ready
„ „ ..Good..	„ 232 „	„ 226 „
Khandeish.. ... ..Fine..	....	....
„ .. .. ..F.G...	Rs. 240 Ready	Rs. 228 Ready
„ .. ..Good...	„ 230 „	„ 220 „
Belatee .. .. ..Fine...	„ 250 „	„ 240 „
„ ... .F.G...	....	.....
„ .. .. ..Good...	....	.....
Dhollera .. ..Fine ..	Rs. 251 April-May	Rs. 241 May
„ .. .. ..F.G...	„ 241 „ „	„ 231 „
„ ... .Good...	„ 225 „ „	„ 218 „
Bengals .. ..Fine..	„ 238 Ready	„ 230 Ready
„ .. ...F.G...	„ 218 „	„ 207 „
„ .. ..Good...	„ 208 „	„ 200 „
Dharwar (S.G.) .. ..Good .	„ 245 May-June	„ 235 May
Westerns .. ..Good .	„ 238 June	„ 230 June
Gingelly Seed, White Bold (per cwt.)	Rs. 8-0-0 Ready	Rs. 8-8-0 Ready
„ Mixed „ ..	„ 7-9-0 „	„ 7-14-0 „
Linseed, Bold „ ..	„ 8-0-0 „	„ 8-4-0 „
„ Small Seed „ ..	„ 7-14-9 „	„ 8-3-0 „
Rapeseed, Guzerat Yellow „ ...	„ 7-6-6 „	„ 7-8-0 „
„ Brown Delhi „ ...	„ 6-10-6 „	„ 6-13-0 „
„ Yellow Cawnpore „ ..	„ 7-2-6 „	„ 7-4-6 „
Poppy Seed „ ...	„ 8-4-6 „	„ 8-3-0 „
Groundnuts „ ..	„ 6-7-6 „	„ 6-13-0 „
Wheat, White Pessy „	„ 4-13-9 „ 91 %	Rs. 4-14-0 „ 91 %
	„ 4-12-6 „ 85 „	„ 4-13-0 „ 85 „
„ Jabalpur Pessy „ ...	„ 4-11-6 „	Rs. 4-11-0 „
„ Ahmedabad (Soft Red) „ ..	„ 4-8-6 Forward	„ 4-9 0 Forward
„ Hard Yellow „	„ 5-3-0 „ 75 %	Rs. 5-2-6 „ 75 %
	„ 4-15-0 Ready 63 „	„ 5-0 0 Ready 63 „
	„ 4-14-0 Forward 50 „	„ 4-13-6 Forward 50 „
„ Khandwa „ ...	....	....
„ Delhi, No. 1, White Pessy, ...	Rs. 4-11-6 Forward	Rs. 4-11-9 Forward
„ „ Red „ ..	„ 4-7-0 „	„ 4-7-6 „
„ Hard Red Khatha 50 % ..	„ 4-8-0 „	„ 4-8-0 „
„ Nagpore Khathi „ ..	„ 4-6-6 „	„ 4-6 6 „
Opium, (Malwa) per chest. Old ..	„ 1,200	„ 1,235
„ „ „ New ..	„ 1,160	„ 1,168
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Suez Canal (per ton of 40 feet.)	£0-14-6 to £0-15-0	£0-14-6
„ Seeds and Wheat ...	£0-13-0	£0-13-6
London—M'ment cargo, P. & O. Co. ..	£1-5-0	£1-5-0
„ Seeds & Wheat do. ...	£0-11-6	£0-12-6
„ M'ment cargo, Via Canal..	£0-17-6	£0-15-0
„ Seeds and Wheat „ ...	£0-12-6	£0-14-0
Havre—M'ment cargo „ ..	Nominal.	£0-15-0
„ Seeds and Wheat „ ..	„	£0-14-6
Antwerp—M'ment cargo „ ...	£0-15-0	£0-15-0
„ Seeds and Wheat „ ...	£0-14-0	£0-14-0
Hull „ ..	£0-14-0	£0-14-6
Dunkirk „ ..	£0-14-0	£0-14-6
Trieste & Venice—M't. cargo „ ..	£0-12-6	£0-15-0
„ „ Seeds & Wheat „ ..	£0-11-3	£0-13-9
Marseilles—M't. cargo „ ...	....	£0-14-0
„ Seeds, & Wheat „ ..	£0-13-6	....
Genoa—M'ment Cargo, „ ..	£0-14-6	£0-14-6
„ Seeds & Wheat „ ..	£0-13-6	£0-14-0
China Steamer	Rs. 12 to Rs. 17	Rs. 12 to Rs. 17
Australia	„ 25 to „ 35	„ 25 to „ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 17th February.	Week ending 24th February.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer ...	1s. 2 23/32d.	1s. 2 21/32d.
" " Sight	1s. 2 ¾d.	1s. 2 11/16d.
" " 3 m'ths' "	1s. 2 25/32d.	1s. 2 ¾d.
" " 4 " "	1s. 2 13/16d.	1s. 2 25/32d.
" " 6 " "	1s. 2 ¼d.	1s. 2 27/32d.
First-class Credits 3 " "	1s. 2 29/32d.	1s. 2 27/32d.
" " 4 " "	1s. 2 15/16d.	1s. 2 7/8d.
" " 6 " "	1s. 3d.	1s. 2 15/16d.
Documents 3 " "	1s. 2 15/16d.	1s. 2⅛d.
" 4 " "	1s. 2 31/32d.	1s. 2 29/32d.
" 6 " "	1s. 3 1/32d.	1s. 2 31/32d.
Paris Francs Mercantile Bills 3 " "	1·56¼	1·56¼
" " 6 " "	1·58	1·57½
On Calcutta Bank Telegraphic Transfer	100 3/32	100 3/32
On China Mer'tile Bills, 30 days' Sight.	Hongkong Rs. 218 per 100 $; Shangai Rs. 302 per 100 Taels; Japan Rs. 218½ per 100 $.	Hongkong Rs. 217½ per 100 $; Shanghai Rs. 300 per 100 Taels; Japan Rs. 218 per 100 $.
English Bar Gold, 100 touch (per tola)	Rs. 26-0-0	Rs. 26-2-0
Sovereigns	" 16-7-0	" 16-7-6
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	7 per cent.	8 per cent.
" of Interest on Demand Loans on Govt. Securities.	5 "	5 "
Rate of Interest in the open Market on Govt. Securities ...	5 "	5 "
Money Market	Money in fair demand.	Steady, with money in fair demand.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 105-4-0	Rs. 105-2-0
Four-and-a-half per cents. ...	No quotation	No quotation.
IMPORTS.		
Piece Goods— Market	Quiet.	Moderate demand.
6½ to 7lbs. 34-38in. Grey Shrtgs. (per piece)	Rs. 3-4-0	Rs. 3-4-0
7½ to 8½ lbs. " " "	" 4-0-0	" 4-0-0
2½ to 3lbs. 28-30in. Madapollams "	" 1-11-0	" 1-11-0
No. 40s Mule Twist, (per lb.) ...	As. 8¾ to 9¼	As. 9 to 9¼
No. 30s Water " " ...	" 8¼ to 9¾	" 8¼ to 9¼
Copper Braziers, (in bundles) (per cwt.)	Rs. 44-8-0	Rs. 44-6-0
Yellow Metal, (in cases) " ...	" 38-9-0	" 38-10-0
Welsh Bar Iron, (per candy of 746½ lbs.)	" 30-8-0	" 30-0-0
Staffordshire Bar Iron, " " ...	" 32-0-0	" 33-0-0
Swedish Bar Iron, " " ...	" 49-0-0 to Rs 49-8-0	" 49-0-0
Davison's West Hartley Coal, (per ton) alongside.	Rs. 17 ready; " 16¼ forward.	Rs. 16¾ ready; " 16 forward.
Welsh Hartley Coal, (per ton) "	.....	.....
Cardiff Coal, " "	Rs. 16¾ rdy.; Rs.16 fwd.	Rs. 16½ rdy.; Rs.16 fwd.

mittee of the Chamber of Commerce during the Year 1893—*contd.*

Quotations.	Week ending 17th February.	Week ending 24th February
EXPORTS.		
Cotton— Market.	Steady, with little doing.	Quiet, but steady
per candy.		
Broach ... ... Fine...	Rs. 265 Ready.	Rs. 271 March.
Do. ... ... Good..	.....	„ 262 „
Barsee ... ... F.G....	.....	.....
Do. ... ... Good..	.....	Rs. 245 Ready
Oomrawuttee, Good Staple, Fine ..	.....	.....
„ „ F.G	Rs. 237 Ready	Rs. 240 Ready
„ „ Good ..	„ 227 „	„ 232 „
Khandeish .. .. ..Fine....	.....	.....
„ .. .. ..F.G.....	Rs. 225 Ready	Rs. 235 Ready
„ .. .. ..Good ..	.....	.....
Belatee.. .. .. ..Fine....	Rs. 237 Ready	Rs. 242 Ready
„ .. ..F.G.....	.....	.....
„ .. .. ..Good ..	.....	.....
Dhollera .. .. ..Fine....	Rs. 242 May	Rs. 248 May 25th
„ .. .. ..F.G.....	„ 232 „	„ 238 Forward
„ .. .. ..Good ..	„ 219 „	„ 225 „
Bengals ... .Fine....	„ 227 Ready	„ 236 Ready
„ .. .. ..F.G.....	„ 204 „	„ 215 „
„ .. .. ..Good ..	„ 199 „	„ 205 „
Dharwar (S.G.) .. ..Good ..	„ 236 May-June	„ 243 May-June
Westerns .. ..Good ..	„ 229 „ „	„ 237 „ „
Gingelly Seed, White-Bold (per cwt.)	„ 9-0-0 Ready	„ 8-15-0 Ready
„ Mixed „ ..	„ 8-5-6 „	„ 8-4-0 „
Linseed, Bold „ ..	„ 8-7-6 „	„ 8-12-0 „
„ Small Seed „ ..	„ 8-6-9 „	„ 8-11-0 „
Rapeseed, Guzerat Yellow „ ..	„ 7-9-0 „	„ 7-11-0 „
„ Brown Delhi „ ...	„ 7-2-0 „	„ 7-2-0 „
„ Yellow Cawnpore „ ..	„ 7-7-0 „	„ 7-10-0 Forward
Poppy Seed „ ..	„ 8-4-6 „	„ 7-14-6 „
Groundnuts „ ..	„ 7-4-0 „	„ 7-7-0 Ready
Wheat, White Pessy „ ...	„ {4-14-0 „ 91 % „ {4-13-0 „ 85 %	„ {4-14-0 „ 91 % „ {4-13 0 „ 85 „
„ Jabalpur Pessy „ ...	„ 4-11-0 „	„ 4-11-0 „
„ Ahmedabad (Soft Red) „ ..	„ 4-8-0 Forward	„ 4-9-0 Forward
„ Hard Yellow „	„ 5-2-6 „ 75 % „ 4-15 6 Ready 63 % „ 4-14-0 Forwd. 50 %	„ 5-4-0 „ 75 % „ 5-0-6 Ready 63 % „ 4-15-0 Forward 50 %
„ Delhi No. 1, White Pessy, ...	„ 4-11-3 Forward	„ 4-12-6 „
„ „ Red „ ..	„ 4-7-0 „	„ 4-7-6 „
„ Hard Red Khatha 50% „ ...	„ 4-7 0 „	„ 4-8-0 Ready
„ Nagpore Khathi „ .	„ 4-6-6 „	„ 4-7-6 Forward
Opium, (Malwa) per chest, Old ..	„ 1,215	„ 1,210
„ „ „ New ...	„ 1,165	„ 1,160
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Suez Canal. (per ton of 40 feet.)	£0-15-0	.....
„ Seeds and Wheat ..	£0-13-9	...
London—M'ment cargo, P.&O. Co...	£1-5-0	£1-5-0
„ Seeds & Wheat do. ..	£0-15-6	£0-13-6
„ M'ment cargo, Via Canal..	....	£0-16-3
„ Seeds and Wheat „ ...	.....	£0-14-6
Havre—M'ment cargo „ ..	£0 15-0	£0-14-6
„ Seeds and Wheat „ ..	£0 14-6	£0-14-6
Antwerp—M'ment cargo „ ..	£0-15-0	£0-14-6
„ Seeds and Wheat „ ..	£0-14-6	£0-14-0
Hull „ ..	£0-14-6	£0-14-0
Dunkirk „ ..	£0-14-6	£0-14-0
Trieste & Venice—M't. cargo „ ..	£0-18-9	£0-16-3
„ „ Seeds & Wheat „ ..	£0-16-3	£0-15-0
Marseilles—M'ment cargo „ ...	£0-15-0	£0-14-0
„ Seeds & Wheat „ ..	£0-14-0	£0-14-0
Genoa—M'ment cargo „ ...	£0-15-0	£0-14-6
„ Seeds and Wheat „ ...	£0-14-0	£0-14-0
China Steamer	Rs. 12 to Rs. 17	Rs 12 to Rs. 17
Australia	„ 25 to „ 35	„ 25 to „ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 3rd March.	Week ending 10th March.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 2 21/32d.	1s. 2 19/32d.
" " Sight	1s. 2 11/16d.	1s. 2 ¾d.
" " 3 m'ths' "	1s. 2 ¾d.	1s. 2 11/16d.
" " 4 " "	1s. 2 25/32d.	1s. 2 23/32d.
" " 6 " "	1s. 2 27/32d.	1s. 2 ¾d.
First-class Credits ... 3 " "	1s. 2 27/32d.	1s. 2 25/32d.
" " 4 " "	1s. 2 ¾d.	1s 2 13/16d.
" " 6 " "	1s. 2 15/16d.	1s. 2¾d.
Documents... ... 3 " "	1s. 2 ¾d.	1s. 2 13/16d.
" 4 " "	1s. 2 29/32d.	1s. 2 27/32d.
" 6 " "	1s. 2 31/32.	1s. 2 29/32d.
Paris Francs Mercantile Bills ... 3 " "	1·56¼	1·55¼
" ... 6 " "	1·57½	1·56¼
On Calcutta Bank Telegraphic Transfer	100 3/32	100 1/16
On China Mer'tile Bills, 30 days' Sight.	Hongkong Rs. 218 per 100 $; Shanghai Rs. 301 per 10 Taels; Japan Rs. 218½ per 10 $.	Hongkong Rs. 217 per 100 $; Shanghai Rs. 300 per 100 Taels; Japan Rs. 218 per 100 $.
English Bar Gold, 100 touch (per tola)	Rs. 26-0-0	Rs. 26-1-0
Sovereigns	" 16-9-0	" 16-10-6
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	7 per cent.	7 per cent.
" of Interest on Demand Loans on Govt. Securities.	5 "	5 "
Rate of Interest in the open Market on Govt. Securities ...	5 "	5 "
Money Market	In fair demand.	Quiet but steady.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 105-3-0.	Rs. 105-4-0
Four-and-a-half per cents. ...	No quotation.	No quotation.
IMPORTS.		
Piece Goods— Market	Moderate business doing	Steady.
6¼ to 7 lbs. 34-38 in. Grey Shrtgs (per piece).	Rs. 3-4-0	Rs. 3-5-0
7¼ to 8¼ lbs. " " "	" 4-0-0	" 4-1-0
2¼ to 3 lbs. 28-30in. Madapollams "	" 1-11-0	" 1-11-6
No. 40s Mule Twist, (per lb.) ...	As. 9 to 9½	As. 9 to 9¼
No. 30s Water " " ...	" 8⅞ to 9½	" 8⅞ to 9¼
Copper Braziers, (in bundles) (per cwt)	Rs. 44-4-0	Rs. 44-6-0
Yellow Metal, (in cases) " ...	" 38-4-0	" 38-0-0
Welsh Bar Iron, (per candy of 746½ lbs.)	" 29-8-0	" 29-8-0
Staffordshire Bar Iron, " "	" 32-8-0	" 32-0-0
Swedish Bar Iron, " "	" 49-0-0	" 49-0-0
Davison's West Hartley Coal, (per ton) alongside.	Rs. 16 Ready " 16 Forward.	Rs. 15¾ ready " 15¾ forward.
Welsh Hartley Coal, (per ton) "	.....	.....
Cardiff Coal, (") "	Rs. 16¼ rdy.; Rs. 16¼ fwd	Rs. 15¾ rdy.; Rs. 15¾ fwd

mittee of the Chamber of Commerce during the Year 1893—*contd.*

Quotations.	Week ending 3rd March.	Week ending 10th March.
EXPORTS.		
Cotton— Market. [per candy.	Quiet, little doing	Firm.
Broach, ... Fine...	Rs. 266 Ready.	Rs. 271 Ready.
Do. ... ... Good..	„ 256 April	„ 268 March, 25th
Barsee, ... F.G....	.....	.....
Do. ... ... Good..	.....	.....
Oomrawuttee, Good Staple, Fine..	.....	.....
„ „ F.G.....	Rs. 233 Ready	Rs. 238 Ready
„ „ Good ..	„ 223 „	„ 228 „
Khandeish .. ... Fine	.....	.....
„ .. .. F.G...	Rs. 230 Ready	Rs. 232 Ready
„ .. .. Good ..	„ 220 „	„ 221 „
Belatee .. ... Fine	„ 236 „	„ 242 „
„ .. .. F.G.....	.....	.....
„ .. .. Good ..	.....	.....
Dhollera ... .. Fine ...	Rs. 244 May. 25th	Rs. 250 25th Apl.-May
„ ... ... F.G.....	„ 233 „ „	„ 238 „ „ „
„ ... ... Good ...	„ 218 „ „	„ 223 „ „ „
Bengals, ... Fine.....	„ 232 Ready	„ 241 Ready
„ .. ... F.G.....	„ 211 „	„ 220 „
„ .. .. Good ...	„ 201 „	„ 210 „
Dharwar (S.G.) .. Good ..	„ 237 April-May.	„ 241 „ „
Westerns, .. Good ..	„ 230 May-June.	„ 234 „
Gingelly Seed, White (per cwt) ...	„ 9-0-0 Ready	„ 9-0-0 Ready
„ Mixed „ ..	„ 8-3-6 „	„ 8-2-0 „
Linseed, Bold „ ..	„ 7-12-6 „	„ 8-1-0 „
„ Small Seed „ ...	„ 7-11-9 „	„ 8-0-0 „
Rapeseed, Guzerat Yellow „ ...	„ 7-12-0 Forward	„ 7-10-0 Forward
„ Brown Delhi „ ..	„ 6-13-6 „	„ 6-13-6 „
„ Yellow Cawnpore „ ..	„ 7-6-0 „	„ 7-5-6 „
Poppy Seed „ ..	„ 7-13-6 „	„ 7-13-0 „
Groundnuts „ ...	„ 7-5-6 „	„ 7-5-6 „
Wheat, White Pessy „	„ 4-14-0 Ready 91 % „ 4-13-0 „ 85 %	Rs. 4-14-0 Ready 91 % „ 4-13-0 „ 85 %
„ Jabalpur Pessy „ ...	„ 4-12-0 March-April.	„ 4-10-6 April-May
„ Ahmedabad (Soft Red) „ ...	„ 4-9-6 „ „	„ 4-10-6 „ „
„ Hard Yellow „	„ 5-4-0 „ 75 % „ 4-14-9 Ready 63 % „ 4-12-9 „ 50 %	„ 5-5-0 March-Apl. 75 % „ 5-4-0 Ready 63 % „ 5-1-0 „ 50 %
„ Delhi No. 1 White Pessy „ ..	„ 4-11-0 April-May.	Rs. 4-11-0 April-May
„ „ Red „ ..	„ 4-7-6 „ „	„ 4-7-6 „
„ Hard Red Khatha 50 % „ ...	„ 4-10-0 March-April.	„ 4-10-0 March-April.
„ Nagpore Khathi „ ..	„ 4-7-6 „	„ 4-8-0 „
Opium, (Malwa) per chest, Old ..	„ 1,210	„ 1,195
„ „ „ New ...	„ 1,165	„ 1,145
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Suez Canal. (per ton of 40 feet).	£0-15-0	£0-15-0
„ Seeds & Wheat ...	£0-13-6	£0-13-3
London—M'ment cargo, P.&O. Co. ..	£1-5-0	£1-5-0
„ Seeds & Wheat do. ..	£0-13-0	£0-14-6
„ M'ment cargo Via Canal..	£0-16-0	£0-15-0
„ Seeds and Wheat „ .	£0-14-0	£0-14-0
Havre—M'ment cargo „ ...	£0-14-6 to £0-15-0	£0-15-0
„ Seeds and Wheat „ ..	£0-14-0	£0-14-6
Antwerp—M'ment cargo „ ..	£0-14-6	£0-14-0
„ Seeds and Wheat „ ..	£0-14-0	£0-14-0
Hull „ ...	£0-14-0	£0-15-0
Dunkirk „ ..	£0-14-6	£0-14-0
Trieste & Venice—M't. cargo „ ..	£0-15-0	£0-15-0
„ „ Seeds & Wheat „ ..	£0-15-0	£0-14-0
Marseilles—M't. cargo „ ...	£0-15-0	£0-14-0
„ „ Seeds & Wheat „ ..	£0-13-6	£0-13-6
Genoa—M'ment cargo „ ...	£0-15-0	£0-14-6
„ Seeds and Wheat „ ...	£0-14-0	£0-14-0
China Steamer	Rs. 12 to Rs. 17	Rs. 12 to Rs. 17
Australia..	„ 25 to „ 35	„ 25 to „ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 17th March.	Week ending 24th March.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 2 19/32d.	1s. 2 7/16d.
" " Sight	1s. 2 19/32d.	1s. 2 7/16d.
" " 3 m'ths' "	1s. 2 21/32d.	1s. 2½d.
" " 4 " "	1s. 2 11/16d.	1s. 2 17/32d.
" " 6 " "	1s. 2¾d.	1s. 2 19/32d.
First-class Credits 3 " "	1s. 2¾d.	1s. 2 19/32d.
" " 4 " "	1s. 2 25/32d.	1s. 2¾d.
" " 6 " "	1s. 2 27/32d.	1s. 2 11/16d.
Documents... " 3 " "	1s. 2 25/32d.	1s. 2 ¾d.
" " 4 " "	1s. 2 13/16d.	1s. 2 21/32d.
" " 6 " "	1s. 2¾d.	1s. 2 23/32d.
Paris Francs Mer'tile Bills 3 " "	1·55	1·53½
" " 6 " "	1·56	1·54½
On Calcutta Bank Telegraphic Transfer...	100 1/16	100 1/32
On China Mer'tile Bills, 30 days' Sight.	Hongkong Rs. 219 per 100 $; Shanghai Rs. 303 per 100 Taels; Japan Rs. 220½ per 100 $.	Hongkong Rs. 220 per 100 $; Shanghai Rs. 304 per 100 Taels; Japan Rs. 221 per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 26-4-0	Rs. 26-9-0
Sovereigns	" 16-8-0	" 16-10-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills.	7 per cent.	6 per cent.
" of Interest on Demand Loans on Govt. Securities	5 "	5 " "
Rate of Interest in the open Market on Govt. Securities ...	4½ "	5 " "
Money Market	Quiet.	Steady.
GOVERNMENT SECURITIES.		
Four per cents	Rs. 105-5-0	Rs. 105-7-0
Four-and-a-half per cents. ...	No quotation	No quotation
IMPORTS.		
Piece Goods— Market	Steady.	Steady.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece).	Rs. 3-5-0	Rs. 3-6-0
7½ to 8½ lbs. " " "	" 4-1-0	" 4-2-0
2½ to 3lbs. 28-30 in. Madapollams "	" 1-11-6	" 1-13-0
No. 40s Mule Twist, (per lb.) ...	As. 8½ to 9½	As. 9½
No. 30s Water " " ...	" 9 to 9½	" 9½
Copper Braziers (in bundles) (per cwt.)	Rs. 45-1-0	Rs. 45-7-0
Yellow Metal, (in cases) " ...	" 38-4-0	" 38-5-0
Welsh Bar Iron, (per candy of 746½ lbs.).	Rs. 29-8-0	Rs. 30-0-0
Staffordshire Bar Iron, " " ...	" 32-8-0	" 40-0-0
Swedish Bar Iron, " " ...	" 49-0-0	" 45-0-0
Davison's West Hartley Coal (per ton) alongside.	Rs. 15½ ready; " 15½ Forward	Rs. 16½ ready; " 16½ forward.
Welsh Hartley Coal, (per ton) "	Nominal.	Nominal.
Cardiff Coal, (") "	Rs. 15½ rdy.; Rs. 15½ fwd.	Rs. 16 rdy.; Rs. 16½ fwd.

mittee of the Chamber of Commerce during the Year 1893—*contd.*

Quotations.	Week ending 17th March.	Week ending 24th March.
EXPORTS.		
Cotton— Market.	Steady.	Quiet.
[per candy.		
Broach, ... Fine...	Rs. 265 Ready	Rs. 261 Ready
Do. ... ... Good..	„ 262 „	„ 258 „
Barsee ... ... F.G....	„ 254 „	„ 253 „
Do. ... ... Good..	„ 246 „	„ 247 „
Oomrawuttee, Good Staple, Fine..	.....	.....
„ „ F.G....	Rs. 235 Ready	Rs. 235 Ready
„ „ Good..	„ 225 „	„ 225 „
Khandeish .. .. Fine..	.....	.....
„ .. .. F.G...	Rs. 232 Ready	Rs. 233 Ready
„ .. .. Good .	„ 222 „	„ 223 „
Belatee .. .. Fine...	„ 242 „	„ 242 „
„ .. .. F.G...	.....	.....
„ .. .. Good .	.....	.....
Dhollera .. .. Fine..	Rs. 247 25th April-May	Rs. 250 Ready
„ .. .. F.G...	„ 236 „ „	„ 240 „
„ .. .. Good .	„ 222 „ „	„ 219 25th April
Bengals, ... Fine..	„ 238 Ready	„ 236 Ready
„ .. .. F.G...	„ 218 „	„ 215 „
„ .. .. Good .	„ 208 „	„ 205 „
Dharwar (S.G.) .. .. Good .	„ 240 25th May	„ 239 25th May
Westerns „ ... ... Good...	„ 232 25th May-June	„ 231 May-June
Gingelly Seed, White (per cwt)...	„ 9-0-0 Ready	„ 9-0-0 Ready
„ Mixed „ ...	„ 8-2-6 „	„ 8-3-6 „
Linseed, Bold „ ...	„ 8-0-0 „	„ 8-0-0 „
„ Small Seed „ ..	„ 7-15-0 „	„ 7-15-0 „
Rapeseed, Guzerat Yellow „ ...	„ 7-11-0 „	„ 7-11-0 „
„ Brown Delhi „ ...	„ 6-13-6 Forward	„ 6-12-6 Forward
„ Yellow Cawnpore „ ..	„ 7-5-9 „	„ 7-5-6 „
Poppy Seed „ ...	„ 7-13-3 „	„ 7-15-0 „
Groundnuts „ ...	„ 7-9-0 Ready	„ 7-10-0 Ready
Wheat, White Pessy (Old) „	„ 4-14-6 „ 91 %	Rs. 4-13-6 „ 91 %
	„ 4-13-0 „ 85 %	„ 4-12-0 „ 85 %
„ Jabalpur Pessy „ ...	„ 4-11-0 „	„ 4-9-6 April-May
„ Ahmedabad(Soft Red)„ ...	.....	„ 4-8-6 „ „
„ Hard Yellow (New) „	Rs. 5-6-6 Ready 75 %	„ 5-8-6 Ready 75 %
	„ 5-3-6 „ 63 %	„ 5-5-6 „ 63 %
	„ 5-0-6 „ 50 %	„ 5-3-0 „ 50 %
„ DelhiNo.1,WhitePessy„ ...	„ 4-11-3 Forward	Rs. 4-10-6 April-May
„ „ Red „ ..	„ 4-7-0 „	„ 4-6-6 „ „
„ Hard Red Khatha 50 % „ ...	„ 4-11-0 Ready	„ 5-0-0 Ready „
„ Nagpore Khathi „ ...	„ 4-8-0 Forward	„ 4-7-6 March-April
Opium, (Malwa) per chest, Old ...	„ 1,190	„ 1,185
„ „ „ New ...	„ 1,145	„ 1,145
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Suez Canal..	£0-14-0	£0-14-0
(per ton of 40 feet).	£0-13-0	£0-13-0
„ Seeds & Wheat ...	£1-5-0	£1-5-0
London—M'ment cargo, P. & O. Co...	£0-14-0	£0-14-0
„ Seeds & Wheat „ ...	£0-13-6	£0-14-0
„ M'ment cargo Via Canal...	£0-13-6	£0-14-0
„ Seeds and Wheat „ ...	£0-13-0	£0-13-0
Havre—M'ment cargo „ ...	£0-13-0	£0-13-0
„ Seeds and Wheat „ ..	£0-13-6	£0-13-0
Antwerp—M'ment cargo „ ..	£0-13-6	£0-13-0
„ Seeds and Wheat „ ...	£0-13-6	£0-13-0
Hull „ ...	£0-10-6	£0-13-0
Dunkirk „ ...	£0-14-0	£0-14-0
Trieste & Venice—M't cargo „ ...	£0-14-0	£0-14-0
„ Seeds & Wheat „ ...	£0-13-0	£0-12-0
Marseilles —M't cargo „ ...	£0-12-6	£0-11-0
„ „ Seeds & Wheat„ ...	£0-13-0	£0-13-0
Genoa—M'ment cargo „ ..	£0-12-6	£0-12-0
„ Seeds and Wheat„ ..	Rs. 12 to Rs. 17	Rs. 12 to Rs. 17
China Steamer	„ 25 to „ 35	„ 25 to „ 35
Australia		

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 30th March.	Week ending 7th April.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 2 17/32d.	1s. 2 ¼d.
„ „ Sight	1s. 2 9/16d.	1s. 2 17/32d.
„ „ 3 m'ths' „	1s. 2⅝d.	1s. 2 19/32dρ
„ „ 4 „ „	1s. 2 21/32d.	1s. 2 ⅝d.
„ „ 6 „ „	1s. 2 11/16d.	1s. 2 11/16d.
First-class Credits ...3 „ „	1s. 2 23/32d.	1s. 2 11/16d.
„ „ 4 „ „	1s. 2 ¾d.	1s. 2 23/32d.
„ „ 6 „ „	1s. 2 13/16d.	1s. 2 25/32d.
Documents 3 „ „	1s. 2⅞d.	1s. 2 23/32d.
„ „ 4 „ „	1s. 2 25/32d.	1s. 2⅞d.
„ „ 6 „ „	1s. 2 27/32d.	1s. 2 13/16d.
Paris Francs Mercantile Bills...3 „	1·54¾	1·54¼
„ „ ...6 „	1·55⅜	1·55¼
On Calcutta Bank Telegraphic Transfer	100	99 15/16
On China Mer'tile Bills, 30 days' Sight.	Hongkong Rs. 220 per 100 $; Shanghai Rs. 304 per 100 Taels; Japan Rs. 221 per 100 $.	Hongkong Rs. 218 per 100 $; Shanghai Rs. 301 per 100 Taels; Japan Rs. 219 per 100 $.
English Bar Gold, 100 touch (per tola)	Rs. 26-7-0	Rs. 26-7-6
Sovereigns	„ 16-9-0	„ 16-8-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on PrivateBills	7 per cent.	8 per cent.
„ of Interest on Demand Loans on Govt. Securities	5 „	5 „
Rate of Interest in the open Market on Govt. Securities ...	5 „	5 „
Money Market	Very stringent.	Very stringent.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 104-13-0	Rs. 104-12-0
Four-and-a-half per cents. ...	No quotation.	No quotation.
IMPORTS.		
Piece Goods— Market	Demand moderate.	Quiet.
6½ to 7 lbs. 34-38in. Grey Shrtgs, (per piece.)	Rs. 3-6-0	Rs. 3-6-0
7½ to 8½lbs. „ „ „	„ 4-2-0	„ 4-2-0
2½ to 3 lbs. 28-30 in. Madapollams „	„ 1-13-0	„ 1-13-0
No. 40s Mule Twist, (per lb.) ...	As. 9 to 9⅝	As. 9 to 9¾
No. 30s Water „ „ ...	„ 9 to 9½	„ 9 to 9¼
Copper Braziers, (in bundles) (per cwt)	Rs. 45-10-0	Rs. 45-4-0
Yellow Metal, (in cases) „ ...	„ 38-4-0	„ 38-0-0
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 29-0-0	„ 29-0-0
Staffordshire Bar Iron, „ „	„ 32-0-0	„ 32-0-0
Swedish Bar Iron, „ „	„ 49-0-0	„ 49-0-0
Davison's West Hartley Coal (per ton) alongside.	Rs. 16¼ Ready; „ 16¼ Forward.	Rs. 16¼ Ready; „ 16¾ Forward.
Welsh Hartley Coal, (per ton) „	Nominal.	Nominal.
Cardiff Coal, („) „	Rs. 16 rdy.; Rs. 16¾ fwd.	Rs. 16½ rdy.; Rs. 17 fwd.

mittee of the Chamber of Commerce during the Year 1893—*contd.*

Quotations.	Week ending 30th March.	Week ending 7th April.
EXPORTS.		
Cotton— Market.	Quiet, but steady.	Steady.
[per candy.		
Broach, ... Fine...	Rs. 260 Ready	Rs. 244 Ready
Do. ... ... Good...	„ 248 „	„ 239 „
Barsee, ... F.G....	„ 245 „	.....
Do. ... ... Good...	„ 238 „	.....
Oomrawuttee, Good Staple, Fine ..	.....	.....
„ „ F.G. ...	Rs. 233 Ready	Rs. 225 Ready
„ „ Good ...	„ 223 „	„ 215 „
Khandeish ... ...Fine ...	.....	.....
„ ... ...F.G. ...	Rs. 230 Ready	Rs. 218 Ready
„ ... ...Good...	„ 222 „	.....
Belatee ... ...Fine ...	„ 239 „	Rs. 225 Ready
„ ... ...F.G. ...	.....	.....
„ ... ...Good ..	.....	.....
Dhollera ... ...Fine ...	Rs. 239 Ready	Rs. 234 Ready
„ ... ...F.G. ...	„ 230 „	„ 224 „
„ .. ..Good ...	.....	„ 211 „
Bengals .. .. ..Fine ...	Rs. 230 Ready	„ 225 „
„ ... .F.G. ..	„ 213 „	„ 205 „
„ .. .. ..Good ...	„ 203 „	„ 198 „
Dharwar (S.G.) .. ..Good...	„ 236 25th May	„ 225 25th May
Westerns ... .Good ..	„ 227 May-June	„ 217 25th May-June
Gingelly Seed, White (per cwt.)	„ 9-0-0 Ready	„ 9-1-6 Ready
„ Mixed „ ..	„ 8-5-6 „	„ 8-4-6 „
Linseed, Bold „ ..	„ 7-15-0 „	„ 7-8-6 „
„ Small Seed „ ...	„ 7-14-0 „	„ 7-5-6 „
Rapeseed, Guzerat Yellow „ ..	„ 7-9-0 „	„ 7-7-6 „
„ Brown Delhi „ ...	„ 6-10-6 Forward	„ 6-9-6 „
„ Yellow Cawnpore „ ..	„ 7-2-0 „	„ 7-0-6 „
Poppy Seed „ ..	„ 7-14-0 „	„ 7-15-0 „
Groundnuts „ ..	„ 7-15-6 Ready	„ 7-12-6 „
Wheat, White Pessy (Old) „ .	Rs. 4-14-0 „ 91 %	Rs. 4-12-6 „ 91 %
	„ 4-13-0 „ 85 %	„ 4-11-6 „ 85 %
„ Jabalpur Pessy „ ..	„ 4-9-6 April-May	Rs. 4-8-6 „
„ Ahmedabad (Soft Red) „ .	„ 4-8-6 „	„ 4-7-0 „
	„ 5-10-0 Ready 75 %	Rs. 5-7-6 „ 75 %
„ Hard Yellow (New) „ ..	„ 5-7-0 „ 63 %	„ 5-4-6 „ 63 %
	„ 5-4-0 „ 50 %	„ 5-1-6 „ 50 %
„ Delhi No. 1, White Pessy „ ..	Rs. 4-9-0 April-May	Rs. 4-8-6 April-May
„ „ Red „ ..	„ 4-5-6 „	„ 4-4-6 „
„ Hard Red Khatha 50 % „ ...	„ 5-1-0 Ready	„ 4-11-0 Ready
„ Nagpore Khathi „ ..	„ 4-7-0 March-April	„ 4-2-9 „
Opium, (Malwa) per chest, Old ..	„ 1,190	„ 1,190
„ „ „ New ..	„ 1,140	„ 1,140
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Suez Canal. (per ton of 40 feet.)	£0-14-0	£0-14-6
„ Seeds & Wheat ..	£0-12-6	£0-13 0
London—M'ment cargo, P. & O. Co.	£1-5-0	£1-5-0
„ Seeds & Wheat do. ..	£0-13-6	£0-13-0
„ M'ment cargo, Via Canal..	£0-17-6	£0-17 6
„ Seeds and Wheat „ ..	£0-13-0	£0-14-0
Havre—M'ment cargo „ ..	£0-13-6	£0-14-6
„ Seeds and Wheat „ ..	£0-13-0	£0-14-0
Antwerp—M'ment cargo „ ..	£0-13-6	£0-14-6
„ Seeds and Wheat „ ..	£0-13-0	£0-14-0
Hull „ ..	£0-12-6	£0-14-0
Dunkirk „ ..	£0-13-0	£0-14-6
Trieste & Venice—M't. cargo „ ..	£0-14-6	£0-15-6
„ Seeds and Wheat „ .	£0-13-6	£0-15-0
Marseilles—M't. cargo „ ..	£0-13-0	£0-14-0
„ „ Seeds & Wheat „ ..	£0-12-6	£0-13-9
Genoa—M'ment cargo „ ..	£0-13-6	£0-14-0
„ Seeds and Wheat „	£0-13-6	£0-13-9
China Steamer	Rs. 12 to Rs. 17	Rs. 12 to Rs. 17
Australia	„ 25 to „ 35.	„ 25 to „ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 14th April.	Week ending 21st April.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer ...	1s. 2 9/16d.	1s. 2⅛d.
" " Sight	1s. 2 19/32d.	1s. 2 21/32d.
" " 3 m'ths' "	1s. 2 21/32d.	1s. 2 11/16d.
" " 4 " "	1s. 2 11/16d.	1s. 2 23/32d.
" " 6 " "	1s. 2⅛d.	1s. 2⅛d.
First-class Credits ...3 " "	1s. 2⅛d.	1s. 2 25/32d.
" " 4 " "	.....	1s. 2 13/16d.
" " 6 " "	1s. 2 13/16d.	1s. 2 27/32d.
Documents ... ... 3 " "	1s. 2 25/32d.	1s. 2 13/16d.
" " 4 " "	.....	1s. 2 27/32d.
" 6 " "	1s. 2 27/32d.	1s. 2⅛d.
Paris Francs Mercantile Bills... 3 " "	1·55	1·55¼
" 6 " "	1·56	1·56¼
On Calcutta Bank Telegraphic Transfer	100 1/16	100
On China Mer'tile Bills, 30 days' Sight	Hongkong Rs. 218 per 100 $; Shanghai Rs. 303 per 100 Taels; Japan Rs. 219½ per 100 $.	Hongkong Rs. 218 per 100 $; Shanghai Rs. 303 per 100 Taels; Japan Rs. 218½ per 100 $.
English Bar Gold, 100 touch (per tola)	Rs. 26-4-0	Rs. 26-2-0
Sovereigns	" 16-7-0	" 16-7-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	8 per cent.	9 per cent.
" of Interest on Demand Loans on Govt. Securities	6 " "	7 " "
Rate of Interest in the open Market on Govt. Securities. ...	6 " "	7 " "
Money Market	Money very scarce.	Money very scarce.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 104-4-0	Rs. 104-9-0
Four-and-a-half per cents. ...	No quotation	No quotation
IMPORTS.		
Piece Goods— Market	Dull	Dull
6½ to 7lbs. 34-38in. Grey Shrtgs. (per piece)	Rs. 3-6-0	Rs. 3-4-0
7½ to 8¼lbs. " " "	" 4-2-0	" 4-0-0
2½ to 3lbs. 28-30in. Madapollams "	" 1-13-0	" 1-12-0
No. 40s Mule Twist, (per lb.) ...	As. 9 to 9⅝	As. 9 to 9⅝
No. 30s Water " " ...	" 9 to 9¼	" 9 to 9¼
Copper Braziers, (in bundles) (per cwt.)	Rs. 44-14-0	Rs. 44-4 to 44-8
Yellow Metal, (in cases) " ...	" 37-14-0	" 37-8 " 37-10
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 29-8-0	Rs. 30-0-0
Staffordshire Bar Iron, " "	" 33-0-0	" 33-0-0
Swedish Bar Iron, " "	" 49-0-0	" 49-0-0
Davison's West Hartley Coal, (per ton) alongside.	Rs. 16-4-0 Ready; " 16-0-0 Forward.	Rs. 16¼ Ready; " 16 Forward.
Welsh Hartley Coal, (per ton) "	Nominal.	Nominal.
Cardiff Coal, " "	Rs. 16-0-0 Ready; " 15-12-0 Forward.	Rs. 16 Ready; " 15¾ Forward.

mittee of the Chamber of Commerce during the Year 1893—*contd.*

Quotations.	Week ending 14th April.	Week ending 21st April.
EXPORTS.		
Cotton— Market.	Dull	Steady.
[per candy.		
Broach, ... Fine...	Rs. 241 Ready.	Rs. 235 Ready.
Do. ... ... Good...	„ 234 „	.....
Barsee ... ... F.G....	.....	.....
Do. ... ... Good...	.....	Rs. 225 Ready.
Oomrawuttee, Good Staple, Fine...	.....	....
„ „ F.G. ...	Rs. 218 Ready	.....
„ „ Good ...	„ 208 „	Rs. 225 Ready
Khandeish, ...Fine ...	.....	....
„ ... ...F.G. ...	Rs. 205 Ready	Rs. 220 Ready
„ ... ...Good ...	„ 195 „	„ 210 „
Belatee, ...Fine ...	„ 220 „	„ 216 „
„ ... ...F.G. ...	.....	„ 211 „
„ ... ...Good ...	.....	„ 206 „
Dhollera, ...Fine ...	Rs. 229 Ready	„ 230 „
„ ... ...F.G ...	„ 222 „	„ 220 „
„ ... ...Good ...	„ 207 25th May	„ 210 „ Nominal
Bengals, ...Fine ...	„ 220 Ready	„ 218 „
„ .. ...F.G. ...	„ 202 „	„ 201 „
„ .. ...Good ...	„ 193 „	„ 193 „
Dharwar (S.G.) .. ...Good ...	„ 221 25th May	„ 218 May-June
Westerns, ...Good ...	„ 215 25th May-June	„ 211 „
Gingelly Seed, White (per cwt.)	„ 9-0-0 Ready	....
„ Mixed „ ..	„ 8-3-0 „	....
Linseed, Bold „ ..	„ 7-9-6 „	Rs. 7-7-3 Ready
„ Small Seed „ ..	„ 7-6-6 „	„ 7-1-3 „
Rapeseed, Guzerat Yellow „ ..	„ 7-9-0 „	„ 7-3-0 „
„ Brown Delhi „ ..	„ 6-12-0 „	„ 6-10-0 „
„ Yellow Cawnpore „ ..	„ 7-4-0 „	„ 7-2-0 „
Poppy Seed „ ..	„ 7-15-0 „	„ 7-7-6 „
Groundnuts „ ..	„ 7-11-6 „	„ 7-8-6 „
Wheat, White Pessy (Old) „...	„ 4-13-3 „ 91 %	Rs. 4-11-6 „ 91 %
	„ 4-12-3 „ 85 „	„ 4-10-6 „ 85 „
„ Jabalpur Pessy „ ..	„ 4-10-0 „	„ 4-8-6 „
„ Ahmedabad (Soft Red)„ ..	„ 4-7-6 „	„ 4-10-0 „
„ Hard Yellow (New) „...	„ 5-10-0 „ 75 %	„ 5-9-0 „ 75 %
	„ 5-7-0 „ 63 „	„ 5-6-0 „ 63 „
	„ 5-4-0 „ 50 „	„ 5-3-0 „ 50 „
„ Delhi No. 1 White Pessy „ ..	„ 4-9-9 April-May	Rs. 4-10-0 „ Nomi
„ „ Red „ ..	„ 4-5-0 „	„ 4-4-0 April-May
„ Hard Red Khatha 50% „ ..	„ 4-14-0 Ready	„ 4-14-0 Ready
„ Nagpore Khathi „ ..	„ 4-3-0 „	„ 4-3-0 „
Opium. (Malwa) per chest, Old ..	„ 1,190	„ 1,175
„ „ „ New ..	„ 1,140	„ 1,140
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Suez Canal. (per ton of 40 feet.)	£0-15-0	£0-15-0
„ Seeds & Wheat.. ..	£0-15-0	£0-14-6 to £0-15-0
London—M'ment cargo, P.& O. Co...	£1-5-0	£1-5-0
„ Seeds & Wheat do. ..	£0-13-0	£0-13-0
„ M'ment cargo, Via Canal.	£0-17-6	....
„ Seeds and Wheat „ ..	£0-15-0	....
Havre—M'ment cargo „ ..	£0-15-6	£0-15-0
„ Seeds and Wheat „ ..	£0-15-0	£0-15-0
Antwerp—M'ment cargo „ ..	£0-15-6	£0-15-0
„ Seeds and Wheat „ ..	£0-15-0	£0-15-0
Hull „ ..	£0-15-0	£0-15-0
Dunkirk „ ..	£0-15-0	£0-15-0
Trieste & Venice—M't. cargo,„ ..	£0-16-0	£0-16-0
„ Seeds and Wheat,„ ..	£0-15-6	£0-16-0
Marseilles—M'ment cargo „ ..	£0-15-0	£0-15-0
„ Seeds & Wheat„ ..	£0-14-6	£0-14-6
Genoa M'ment cargo „ ..	£0-15-6	£0-14-6
„ Seeds and Wheat „ ..	£0-15-0	£0-15-0
China Steamer	Rs. 12 to Rs. 17	Rs. 12 to Rs. 17
Australia	„ 25 to „ 35	„ 25 to „ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 28th April.	Week ending 5th May.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 2 23/32d.	1s. 2
" " Sight	1s. 2 ¾d.	1s. 2
" " 3 m'ths' "	1s. 2 13/16d.	1s. 2 27/32d.
" " 4 " "	1s. 2 27/32d.	1s. 2⅞d.
" " 6 " "	1s. 2 29/32d.	1s. 2 15/16d.
First-class Credits 3 " "	1s. 2 29/32d.	1s. 2 31/32d.
" " 4 " "	1s. 2 15/16d.	1s. 3d.
" " 6 " "	1s. 3d.	1s. 3 1/16d.
Documents " 3 " "	1s. 2 15/16d.	1s. 3d.
" " 4 " "	1s. 2 31/32d.	1s. 3 1/32d.
" " 6 " "	1s. 3 1/32d.	1s. 3 3/32d.
Paris Francs Mercantile Bills ...3 " "	1·56¼	1·57½
" " 6 " "	1·57½	.....
On Calcutta Bank Telegraphic Transfer	100	100 1/32
On China Mer'tile Bills, 30 days' Sight.	Hongkong Rs. 219 per 100 $; Shanghai Rs. 304½ per 100 Taels; Japan Rs. 219½ per 100 $.	Hongkong Rs. 219 per 100 $; Shanghai Rs. 305 per 100 Taels; Japan Rs. 219½ per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 26-0-0	Rs. 26-4-0
Sovereigns	" 16-5-0	" 16-4-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	10 per cent.	10 per cent.
" of Interest on Demand Loans on Govt. Securities.	8 "	8 "
Rate of Interest in the open Market on Govt. Securities....	8 "	8 "
Money Market	Money scarce.	Scarce.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 104-2-0	Rs. 103 15/16
Four-and-a-half per cents. ...	No quotation.	No quotation.
IMPORTS.		
Piece Goods— Market	Dull.	Moderate business doing.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece)	Rs. 3-4-0	Rs. 3-4-0
7½ to 8¼ lbs. " " "	" 4-0-0	" 4-0-0
2½ to 3 lbs. 28-30 in. Madapollams "	" 1-12-0	" 1-12-0
No. 40s Mule Twist, (per lb.) ...	As. 9 to 9⅝	As. 9 to 9¼
No. 30s Water " " ...	" 9 to 9⅝	" 9 to 9¼
Copper Braziers, (in bundles) (per cwt)	Rs. 44-4	Rs. 44-0-0
Yellow Metal, (in cases) " ..	" 37-2	" 36-12-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 31-0-0	Rs. 30-0-0
Staffordshire Bar Iron, " " ...	" 34-0-0	" 33-0-0
Swedish Bar Iron, " " ...	" 49-0-0	" 49-0-0
Davison's West Hartley Coal, (per ton) alongside.	Rs. 16¼ ready; " 15¼ forward.	Rs. 17 Ready Nl.; " 15¼ forward.
Welsh Hartley Coal, (per ton) "	Nominal.	Rs. 15¼ Ready.
Cardiff Coal, (") "	Rs. 16 rdy.; Rs. 15 fwd.	" 15¼ rdy.; Rs. 15 fwd.

mittee of the Chamber of Commerce during the Year 1893—*contd.*

Quotations.	Week ending 28th April.	Week ending 5th May.
EXPORTS.		
Cotton— Market (per candy	Dull	Dull, declining
Broach, ... Fine...	Rs. 227 Ready	Rs. 218 Ready.
Do. ... ... Good..	.....	.....
Barsee, ... F.G....	.....	.....
Do. ... ... Good...	Rs. 212 Ready	Rs. 200 Ready.
Oomrawuttee, Good Staple, Fine..	.....	....
" " F.G.....	....	.....
" " Good ..	Rs. 209 Ready	Rs. 198 Ready
Khandeish .. .. Fine ..	.....	.....
" .. .. F.G. ...	Rs. 202 Ready	Rs. 197 Ready
" .. .. Good ..	" 191 "	" 185 "
Belatee .. .. Fine ..	" 200 "	" 196 "
" .. .. F.G. ..	" 192 "	" 185 Ready
" ... .. Good ..	" 187 "	" 180 "
Dhollera .. ... Fine ...	" 216 "	" 207 "
" .. .. F.G. ...	" 213 "	" 198 "
" .. .. Good ...	.....	" 193 "
Bengals, ... Fine,...	Rs. 204 "	.....
" ... .. F.G....	" 190 "	Rs. 185 Ready
" .. ... Good ..	" 180 "	" 176 "
Dharwar (S.G.) ... .. Good...	" 205 " Forward	" 197 Forward
Westerns, ... Good..	" 194 "	" 185 May-June
Gingelly, Seed, White (per cwt.)	....	.....
" Mixed " ..	....	....
Linseed, Bold " ..	Rs. 7-6-6 Ready	Rs. 7-3-6 Ready
" Small Seed " ..	" 6 13-0 "	" 6-12-0 "
Rapeseed, Guzerat Yellow " ..	" 7-9-0 "	" 7-5-0 "
" Brown Delhi " ..	" 6-10-6 "	" 6-9-0 "
" Yellow Cawnpore " ..	" 7-3-0 "	" 7-1-6 "
Poppy Seed " ..	" 7-8-6 "	" 7-4-6 "
Groundnuts " ..	" 7-6-6 "	" 6-15-0 "
Wheat, White pessy "	" 4-11-6 " 91 %	Rs. 4-8-6 " 91 %
	" 4-10-6 " 85 %	" 4-7-0 " 85 %
" Jabalpur Pessy " ..	" 4-8-6 "	" 4-5-6 "
" Ahmedabad, (Soft Red) ..	" 4-7-6 "	.....
	" 5-6-6 " 75 %	Rs. 5-2-6 Ready 75 %
" Hard Yellow "	" 5-3-6 " 63 %	" 4-15-6 " 63 %
	" 5-0 6 " 50 %	" 4-12-6 " 50 %
" Delhi No. 1, White Pessy, ..	" 4-10-0 "	Rs. 4-8-0 "
" " Red " ..	" 4-4-9 April-May	" 4-4-6 May-June
" Hard Red Khatha 50 % ..	" 4-11-0 Ready	" 4-11-0 Ready
" Nagpore Khathi " ..	" 4-3-0 "	" 4-0-0 "
Opium, (Malwa) per chest, Old ..	" 1,175	" 1,170
" " " New ..	" 1,140	" 1,135
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Suez Canal.. (per ton of 40 feet.)	£0-17-6	£0-17-6
" Seeds & Wheat.. .	£0-16-0	£0-16-0
London—M'ment cargo, P. & O. Co.	£1-5-0	£1-5-0
" Seeds & Wheat do. ..	£0-13-0 to £0-14-0	£0-14-0
" M'ment cargo, Via Canal...	....	£1-0-0
" Seeds and Wheat " ..	....	£0-18-0
Havre—M'ment cargo " ..	£0-17-6	£0-17-6
" Seeds and Wheat " ..	£0-17-0	£0-17-6
Antwerp—M'ment cargo " ..	£0-17-6	£0-18-3
" Seeds and Wheat " ..	£0-17-0	£0-18-3
Hull " ..	£0-17-6	.....
Dunkirk " .	£0-17-6	£0-18-0
Trieste & Venice—M't. cargo " ..	£1-0-0	£0-18-0
" " Seeds & Wheat " ..	....	£0-18-0
Marseilles—M'ment cargo " ...	£0-17-6	£0-17-3
" Seeds & Wheat " ..	£0-17-6	£0-17-3
Genoa—M'ment cargo " ..	£0-17-6	£0-17-3
" Seeds & Wheat " ...	£0-17-0	£0-17-3
China Steamer	Rs. 12 to Rs. 17	Rs. 12 to Rs. 17
Australia	" 25 to " 35	" 25 to " 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 12th May.	Week ending 19th May.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 2 11/16d.	1s. 2 19/32d.
„ „ Sight	1s. 2 23/32d.	1s. 2 21/32d.
„ „ 3 m'ths'	1s. 2 25/32d.	1s. 2¼d.
„ „ 4 „	1s. 2 13/16d.	1s. 2 25/32d.
„ „ 6 „	1s. 2¼d.	1s. 2 13/16d.
First-class Credits... 3 „	1s. 2 15/16d.	1s. 2¼d.
„ „ 4 „	1s. 3d.	1s. 2 15/16d.
„ „ 6 „	1s. 3 1/16d.	1s. 3d.
Documents 3 „	1s. 2 31/32d.	1s. 2 29/32d.
„ 4 „	1s. 3 1/32d.	1s. 2 31/32d.
„ 6 „	1s. 3 3/32d.	1s. 3 1/32d.
Paris Francs Mercantile Bills... 3 „	1·57¼	1·57
„ „ 6 „	1·58½	1·58¼
On Calcutta Bank Telegraphic Transfer	100 1/16	100 1/32.
On China Mer'tile Bills, 30 day's Sight	Hongkong Rs.219 per 100 $; Shanghai Rs. 305 per 100 Taels; Japan Rs. 219 per 100 $.	Hongkong Rs.218½ per 100$; Shanghai Rs. 305 per 100 Taels; Japan Rs. 219 per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 26-1-0	Rs. 25-4-0
Sovereigns...	„ 16-3-0	„ 16-3-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	10 per cent.	9 per cent.
„ of Interest on Demand Loans on Govt. Securities.	8 „	8 „
Rate of Interest in the open Market on Govt. Securities ...	8 „	8 „
Money Market	Steady.	Firm and Money Scarce
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 104-8-0	Rs. 104-5-0
Four-and-a-half per cents. ...	No quotation.	No quotation.
IMPORTS.		
Piece Goods— Market	Moderate business doing.	Steady.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece)	Rs. 3-2-0	Rs. 3-2-0
7½ to 8¼ lbs. „ „ „	„ 4-0-0	„ 4-0-0
2½ to 3lbs. 28-30 in. Madapollams „	„ 1-11-0	„ 1-11-0
No. 40s Mule Twist, (per lb.) ...	As. 9 to 9¼	As. 8¾
No. 30s Water „ „ ...	„ 8⅞ to 9¼	„ 8¼
Copper Braziers, (in bundles) (per cwt)	Rs. 44-0-0	Rs. 41-6 0
Yellow Metal, (in cases) „ ...	Rs. 36-12-0	„ 36-8-0
Welsh Bar Iron, (per candy of 746¼ lbs.)	Rs. 30 to Rs. 31	Rs. 30-0-0
Staffordshire Bar Iron, „ „	„ 33-0-0	„ 38 to 40
Swedish Bar Iron, „ „	„ 48 to 49	„ 44 to 45
Davison's West Hartley Coal, (per ton) alongside.	Rs. 17¼ ready; „ 15¼ forward.	Rs. 16½ Ready Noml.; „ 15¼ forward.
Welsh Hartley Coal, (per ton) „	Rs. 16 ready.	Rs. 14½ Ready Noml.
Cardiff Coal, „ „	Rs. 15 rdy.; Rs. 14½ frwd	Rs. 14½ rdy.; Rs. 15¼ fwd.

mittee of the Chamber of Commerce during the Year 1893—*contd.*

Quotations.	Week ending 12th May.	Week ending 19th May.
EXPORTS.		
Cotton— Market [per candy.]	Quiet.	Quiet.
Broach, ... Fine....	Rs. 220 Ready	Rs. 215 Ready.
Do. ... ... Good...	.....	„ 205 „
Barsee, ... F.G....	.....	.....
Do. ... Good...	Rs. 200 Ready Nominal.	Rs. 193 Ready.
Oomrawuttee, Good Stable, Fine...	.....	.....
„ „ F.G.	.....	.....
„ „ Good.....	Rs. 199 Ready	Rs. 188 Ready
Khandeish, ... Fine	.....	.....
„ ... ... F.G.	Rs. 197 Ready	Rs. 190 Ready
„ ... ... Good.....	„ 194 „	„ 180 „
Belatee, ... Fine	„ 199 „	„ 200 „
„ ... ... F.G.	„ 190 „	„ 187 „
„ ... .. Good.....	„ 185 „	„ 182 „
Dhollera, ... Fine	„ 207 „	„ 204 „
„ .. .. F.G.	„ 201 „	„ 195 „
„ ... ... Good.....	„ 196 „	„ 192 „
Bengals, ... Fine....	.....	„ 193 „
„ .. .. F.G.....	Rs. 187 Ready	„ 188 „
„ .. .. Good ..	„ 177 „	„ 178 „
Dharwar (S.G.) .. .. Good ..	„ 202 „	„ 201 „
Westerns, ... Good ..	„ 191 „	„ 192 „
	(Ready.)	(Ready.)
Gingelly Seed, White (per cwt.)	.....	.....
„ Mixed „ ..	.....	.....
Linseed, Bold „ ..	Rs. 7-6-0	Rs. 7-6-0
„ Small Seed „ ..	„ 7-3-0	„ 6-15-0
Rapeseed, Guzerat Yellow „ ..	„ 7-6-0	„ 7-7-0
„ Brown Delhi „ ..	„ 6-8-0	„ 6-6-6
„ Yellow Cawnpore „ ..	„ 7-0-0	„ 7-0-6
Poppy Seed „ ..	„ 7-7-0	„ 7 8-0
Groundnuts „ ..	„ 7-0-0	„ 7-3-6
Wheat, White Pessy „	„ 4-9-6 91 % / „ 4-8-6 85 „	Rs. 4-8-0 91 % / „ 4-7-9 85 %
„ Jabalpur Pessy „ ..	„ 4-6-6	„ 4-4-6
„ Ahmedabad, (Soft Red), ..	„ 4-5-6	„ 4-5-6
„ Hard Yellow „	„ 5-5-6 75 % / „ 5-2-6 63 „ / „ 4-15-6 50 „	„ 5-4-0 75 % / „ 5-1-0 63 % / „ 4-14-0 50 %
„ Delhi No 1, White Pessy, ..	„ 4-8-6	Rs. 4-9-0
„ „ Red „ ..	„ 4-4-0 Forward	„ 4-4-6
„ Hard Red Khatha 50% „ ..	.....	„ 4 13-6
„ Nagpore Khathi „ ...	„ 4-0-0 Ready	„ 3-15-6
Opium, (Malwa) per chest, Old ..	„ 1.175	„ 1,200
„ „ „ New...	„ 1.135	„ 1,150
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Suez Canal (per ton of 40 feet.)	£0-17-6	£0-17-6
„ Seeds & Wheat.. ..	.....	£0-18-9
London—M'ment cargo, P. & O. Co.	£1-5-0	£1-5-0
„ Seeds & Wheat do. ..	£0-14-6	£0-15-0
„ M'ment cargo, Via Canal...	£1-0-0	£1-1-3
„ Seeds and Wheat „ ..	£0 19-6	£1-0-0
Havre—M'ment cargo „ ..	£1-0-0	£1-0-6
„ Seeds and Wheat „ ..	£0-19-0	£1-0-0
Antwerp—M'ment cargo „ ..	£1-0-0	£1-0-6
„ Seeds and Wheat „ ..	£0-19-0	£1-0-0
Hull „ ..	£0-19-6	£1-1-3
Dunkirk „ ..	£0-19-6	£1-0-0
Trieste & Venice—M t. cargo, ..	£1-0-0	£1-5-0
„ „ Seeds & Wheat,. ..	£1-0-0	£1-3-9
Marseilles—M't. cargo „ ..	£0-17-6	£1-6-0
„ Seeds & Wheat „ ..	£0-17-6	£1-0-0
Genoa—M'ment. cargo „ ..	£0-17-6	£1-1-3
„ Seeds and Wheat „ ..	£0-17-6	£1-1-3
China Steamer	Rs. 15 to Rs. 17	Rs. 12 to Rs. 17
Australia	„ 25 to „ 35	„ 25 to 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 25th May.	Week ending 1st June.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 2 19/32d.	1s. 2 9/16d.
" " Sight	1s. 2⅝d.	1s. 2 19/32d.
" " 3 m'ths' "	1s. 2 11/16d.	1s. 2 11/16d.
" " 4 " "	1s. 2 23/32d.	1s. 2 23/32d.
" " 6 " "	1s. 2 25/32d.	1s. 2 25/32d.
First-class Credits... 3 " "	1s. 2 27/32d.	1s. 2 13/16d.
" " 4 " "	1s. 2 29/32d.	1s. 2 27/32d.
" " 6 " "	1s. 2 31/32d.	1s. 2 15/16d.
Documents ... 3 " "	1s. 2½d.	1s. 2 27/32d.
" ... 4 " "	1s. 2 15/16d.	1s. 2 7/8d.
" ... 6 " "	1s. 3d.	1s. 2 31/32d.
Paris Francs Mercantile Bills... 3 " "	1·56¼	1·55¼
" ... 6 " "	1·57¼	1·56¾
On Calcutta Bank Telegraphic Transfer	100	100
On China Mer'tile Bills, 30 days' Sight.	Hongkong Rs. 217½ per 100 $; Shanghai Rs. 304 per 100 Taels; Japan Rs. 218½ per 100 $.	Hongkong Rs. 216 per 100 $; Shanghai Rs. 302 per 100 Taels; Japan Rs. 218 per 100 $. Nominal
Eng. Bar-Gold, 100 touch (per tola)	Rs. 26-2-0	Rs. 26-4-0 "
Sovereigns	" 16-4-0	" 16-4-0 "
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	9 per cent.	9 per cent.
" of Interest on Demand Loans on Govt. Securities.	8 "	8 "
Rate of Interest in the open Market on Govt. Securities ...	8 "	8 "
Money Market	Money rather scarce.	Steady.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 104-7-0	Rs. 104-12-0
Four-and-a-half per cents. ...	No quotation	No quotation
IMPORTS.		
Piece Goods— Market	Steady.	Steady
6½ to 7lbs. 34-38 in. Grey Shrtgs., (per piece)	Rs. 3-2-0	Rs. 3-4-0
7½ to 8¼ lbs. " " "	" 4-0-0	" 4-0-0
2½ to 3lbs. 28-30 in. Madapollams "	" 1-11-6	" 1-11-6
No. 40s Mule Twist (per lb.) ...	As. 8¾ to 9¼	As. 9
No. 30s Water " " ...	" 8¾ to 9¼	" 9
Copper Braziers, (in bundles) (per cwt.)	Rs. 44-6-0	Rs. 44-2-0
Yellow Metal, (in cases) " ...	" 36-8-0	" 36-6-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 31-0-0	Rs. 30 to 31
Staffordshire Bar Iron, " " ...	" 33-0-0	" 35 to 36
Swedish Bar Iron, " " ...	" 49-0-0	" 52
Davison's West Hartley Coal, (per ton) alongside.	Rs. 16¼ ready Nml.; " 15¼ forward.	Rs. 15¾ Ready Noml.; " 15¼ fwd.
Welsh Hartley Coal, (per ton) "	Rs. 14½ rdy. Nominal.	Rs. 14½ Ready Noml.;
Cardiff Coal, " "	" 14 rdy.; Rs. 15¼ fwd	" 15 "; Rs. 15¼ fwd.

mittee of the Chamber of Commerce during the Year 1893—*contd.*

Quotations.	Week ending 25th May.	Week ending 1st June.
EXPORTS.		
Cotton— Market.	Dull.	Firm with a small business.
[per candy		
Broach, ... Fine...	Rs. 215 Ready	Rs. 218 Ready.
Do. ... ... Good..	„ 205 „	„ 206 „
Barsee, ... F.G.	.....	.....
Do. ... ... Good..	Rs. 195 Ready	Rs. 190 to 193 Ready
Oomrawuttee, Good Staple, Fine..	.....	.....
„ „ F.G...	.....	Rs 193 Ready
„ „ Good..	Rs. 185 Ready	„ 187
Khandeish .. .. Fine...	.....	.....
„ ... .. F.G...	Rs. 183 Ready	Rs. 187 Ready
„ .. .. Good..	„ 177 „	„ 182 „
Belatee .. .. Fine..	„ 197 to 99 „	„ 198 „
„ ... F.G...	„ 185 to 87 „	„ 186 „
„ .. ... Good..	„ 180 to 82 „	„ 181 „
Dhollera ... .. Fine..	„ 198 „	„ 198 „
„ ... .. F.G...	„ 190 „	„ 188 „
„ ... .. Good ..	„ 185 „	„ 182 „
Bengals, ... Fine..	„ 198 „	„ 198 „
„ .. .. F G...	„ 184 „	„ 183 „
„ .. .. Good.	„ 180 „	„ 178 „
Dharwar (S.G.) .. ... Good..	„ 116 „	„ 191 „
Westerns, ... Good..	„ 186 „	„ 175 „
Gingelly Seed, White (per cwt.)	....	.....
„ Mixed „ ..	....	.....
Linseed, Bold „ ..	Rs. 7-7-6 Ready	Rs. 7-7-6 Ready
„ Small Seed „ ..	„ 7-2-6 „	„ 7-4-0 „
Rapeseed, Guzerat Yellow „ ..	„ 7-5-6 „	„ 7-2-6 „
„ Brown Delhi „ ..	„ 6-3-6 „	„ 6-6-0 „
„ Yellow Cawnpore „ ..	„ 7-0-0 „	„ 7-0-0 „
Poppy Seed „ ..	„ 7-8-6 „	„ 7-6-6 „
Groundnuts „ ..	„ 7-5-6 „	„ 7-6-0 „
Wheat, White Pessy „	„ 4-7-6 „ 91 %	Rs. 4-6-6 „ 91 %
	„ 4-6-6 „ 85 %	„ 4-5-6 „ 85 %
„ Jubulpore Pessy „ ..	„ 4-4-0 „	Rs. 4-3-6 „
„ Ahmedabad (Soft Red) „ ..	„ 4-5-0	„ 4-4-6 „
„ Hard Yellow „	„ 5-3-0 „ 75 %	Rs. 5-3-0 „ 75 %
	„ 5-0-0 „ 63 %	„ 5-0-0 „ 63 %
	„ 4-13-0 „ 50 %	„ 4-13-0 „ 50 %
„ Delhi No. 1, White Pessy „ ..	„ 4-8-0 „	Rs. 4-6-6 „
„ „ Red „ ..	„ 4-4-0 „	„ 4-3-6 „
„ Hard Red Khatha 50% „ ..	„ 4-7-0 „	„ 4-11-0 „
„ Nagpore Khathi „ ..	„ 3-14-6 „	„ 4-0-0 „
Opium, (Malwa) per chest, Old .	„ 1,200	„ 1,175
„ „ „ New ..	„ 1,150	„ 1,145
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Suez Canal, (per ton 40 feet.)	£0-18-0	£0-17-6
„ Seeds & Wheat... ..	£0-18-3	£0-18-0
London—M'ment cargo, P. & O. Co.	£1-7-6	£1-5-0
„ Seeds and wheat „ .	£0-15-0	£0-16-6
„ M'ment cargo, Via Canal..	£1-0-0	.....
„ Seeds and Wheat „ ..	£0-18-9	.....
Havre—M'ment cargo „ ...	£0-18-9	£0-18-6
„ Seeds and Wheat „ ..	£0-18-9	£0-18-0
Antwerp—M'ment cargo „ ...	£0-18-0	£0-18-6
„ Seeds & Wheat „ ...	£0-18-0	£0-18-0
Hull „ ..	£0-19-0	£0-18-0
Dunkirk „ ...	£0-19-0	£0-18-0
Trieste & Venice—M't. cargo,„ ..	£1-1-3	£1-6-3
„ „ Seeds & Wheat„ .	£1-0-0	£1-5-0
Marseilles—M't. cargo „ ..	£0-18-9	£0-17-6
„ „ Seeds & Wheat„ ..	£0-18-9	£0-18-6
Genoa—M'ment cargo „ ...	£0-18-9	£0-16-0
„ Seeds and Wheat „ ...	£0-18-9	£0-15-0
China Steamer	Rs. 12 to Rs. 17	Rs. 12 to Rs. 7
Australia	„ 25 to „ 35	„ 25 to „ 5

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 8th June.	Week ending 15th June.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer ...	1s. 2⅞d.	1s. 2⅞d.
„ „ Sight...	1s. 2 29/32d.	1s. 2 29/32d.
„ „ 3 m'ths' „ ...	1s. 3d.	1s. 2 31/32d.
„ „ 4 „ „ ...	1s. 3 1/32d.	1s. 3d.
„ „ 6 „ „ ...	1s. 3 3/32d.	1s. 3 1/32d.
First-class Credits ... 3 „ „ ...	1s. 3 3/32d.	1s. 3 1/16d.
„ „ 4 „ „ ...	1s. 3⅛d.	1s. 3 3/32d.
„ „ 6 „ „ ...	1s. 3¼d.	1s. 3 5/32d.
Documents „ 3 „ „ ...	1s. 3⅛d.	1s. 3 3/32d.
„ „ 4 „ „ ...	1s. 3 5/32d.	1s. 3⅛d.
„ „ 6 „ „ ...	1s. 3 9/32d.	1s. 3 3/16d.
Paris Francs Mercantile Bills... 3 „ „ ...	1·59¼	1·58¼
„ „ 6 „ „ ...	1·60¼	1·59¼
On Calcutta Bank Telegraphic Transfer	100 1/32	100⅛
On China Mer'tile Bills, 30 days' Sight.	Hongkong Rs. 216 per 100 $; Shanghai Rs. 300 per 100 Taels; Japan Rs. 270 per 100 $ Nomi.	Hongkong Rs. 212 per 100 $; Shanghai Rs. 293 per 100 Taels; Japan Rs. 213 per 100 $ Nomi.
Eng. Bar Gold, 100 touch (per tola)	Rs. 26-0-0 Nominal.	Rs. 25-13-0 Nominal.
Sovereigns	„ 16-0-0 „	„ 16-2-0 „
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	9 per cent.	8 per cent.
„ of Interest on Demand Loans on Govt. Securities.	7 „	7 „
Rate of Interest in the open Market on Govt. Securities ...	7 „	7 „
Money Market	Easy.	Steady.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 106-0-0	Rs. 107⅛
Four-and-a-half per cents. ...	No quotation.	No quotation.
IMPORTS.		
Piece Goods— Market.	Steady.	Steady.
6½ to 7 lbs. 34-38 Grey Shrtings (per piece)	Rs. 3-4-0	Rs. 3-4-0
7½ to 8¼ lbs. „ „ „ ...	„ 4-0-0	„ 4-0-0
2½ to 3 lbs. 28-30 in. Madapollams „ ...	„ 1-12-0	„ 1-12-0
No. 40s Mule Twist, (per lb.) ...	As. 9¼	As. 8¾
No. 30s Water „ „ ...	„ 9⅜	„ 9
Copper Braziers, (in b'dles) (per cwt.)	Rs. 43-8-0	Rs. 43-8-0
Yellow Metal, (in cases) „ ...	„ 36-6-0	„ 36-0-0
Welsh Bar Iron, (per candy of 746¼ lbs.)	Rs. 30-0-0	Rs. 30-0-0
Staffordshire Bar Iron, „ „	„ 33-4-0	„ 40-0-0
Swedish Bar Iron, „ „	„ 50-0-0	„ 52-0-0
Davison's West Hartley Coal, (per ton) alongside.	Rs. 16 Ready Nomi.; „ 15¼ forward.	Rs. 17 ready; „ 15¼ forward.
Welsh Hartley Coal, (per ton) „	Rs. 14¼ Ready Nomi.	Nominal.
Cardiff Coal, „ „	Rs. 13 rdy.; Rs. 15¾ fwd.	Rs. 15 rdy.; Rs. 15¼ fwd.

mittee of the Chamber of Commerce during the Year 1893.—*contd.*

Quotations.	Week ending 8th June.	Week ending 15th June.
EXPORTS.		
Cotton— Market. [per candy.	Very Firm and quotations irregular.	Very strong and quotations very irregular.
Broach, ... Fine...	Rs. 227 Ready.	.....
Do. ... ... Good..	„ 218 „	Rs. 225 Ready
Barsee, ... F.G....	.....	.....
Do. ... ... Good..	Rs. 210 Ready.	Rs. 210 to Rs. 212 Ready
Oomrawuttee, Good Staple, Fine ...	.....	....
„ „ F. G....	....	Rs. 205 to Rs. 207 Ready
„ „ Good...	Rs. 195 Ready	„ 200 „ „ 202 „
Khandeish, ... Fine...	....	.....
„ ... ... F.G. ...	....	Rs. 198 to Rs. 200 „
„ ... ... Good..	Rs. 190 Ready	„ 192 „ „ 194 „
Belatee, ... Fine...	„ 205 „	„ 210 to Rs. 212 Ready
„ ... ... F.G....	„ 197 „	„ 193 „ „ 200 „
„ ... ... Good..	„ 192 „	„ 192 „ „ 194 „
Dhollera, ... Fine...	„ 212 „	„ 218 Ready
„ ... ... F.G....	„ 203 „	„ 208 „
„ ... ... Good..	„ 196 „	„ 200 „
Bengals, ... Fine..	„ 204 „	„ 207 „ Nominal
„ .. ... F.G. ..	„ 194 „	„ 200 „
„ ... ... Good..	„ 184 „	„ 190 „
Dharwar (S.G). ... .. Good..	„ 205 „	„ 215 „
Westerns, . .. Good..	„ 190 „	„ 194 „
Gingelly Seed, White (per cwt)	(Ready)	(Ready)
„ Mixed „ ..	.....	.....
Linseed, Bold „ ..	.....	.....
„ Small Seed „ ...	Rs. 7-10-0	Rs. 7-10-0
Rapeseed, Guzerat Yellow	„ 7-7-0	„ 7-6-0
„ Brown Delhi „ ..	„ 7-2-0	„ 7-3-0
„ Yellow Cawnpore „ ..	„ 6-6 6	„ 6-5-6
Poppy Seed „ ..	„ 7-1-0	„ 7-1-6
Groundnuts „ ..	„ 7-6-6	„ 7-6-6
	„ 7-7-0	„ 7-6-0
Wheat, White Pessy „	„ 4-6-6 91 %	Rs. 4-5-6 91 %
	„ 4-5-6 85 %	„ 4-4-6 85 %
„ Jubulpore Pessy „ ...	„ 4-3-6	„ 4-2-0
„ Ahmedabad (Soft Red), „ .	„ 4-4-0	„ 4-4-0
	„ 5-4-0 75 %	„ 5-4-0 75 %
„ Hard Yellow	„ 5-1-0 63 %	„ 5-0-6 63 %
	„ 4 13-0 50 %	„ 4-12-6 50 %
„ DelhiNo.1,WhitePessy„ ..	„ 4-7-3	Rs. 4-7-6
„ „ Red „ ..	„ 4-3-6	„ 4-3-0
„ Hard Red Khatha,75 % „ ..	„ 4-11-0	„ 4-11-6
„ Nagpore Khathi „ ..	„ 4-9-6	„ 3 15-0
Opium, (Malwa) per chest, Old ..	„ 1,165	„ 1,175
„ „ „ New ..	„ 1,145	„ 1,155
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Suez Canal, (per ton of 40 feet.)	£0-17-6	£0-18-9
„ Seeds & Wheat.. .	£0-17-0	£0-17-6
London—M'ment cargo, P. & O Co.	£1-10-0	£1-7-6 to £1-10-0
„ Seeds & Wheat „ ..	£0-16-6	£0-16-0
„ M'ment cargo, Via Canal...	£1-2-6	£1-2-6
„ Seeds and Wheat „ ..	£0-19-0	£0-18-9
Havre—M'ment cargo „ ..	£0-18-6	£0-17-0
„ Seeds and Wheat „ ..	£0-18-0	£0-17-0
Antwerp—M'ment cargo „ ..	£0-18-6	£0-17-6
„ Seeds and Wheat „	£0-18-0	£0-17-0
Hull „ ..	£0-17-6	£0-17-0
Dunkirk „ ..	£0-18-0	£0-17-0
Trieste & Venice—M't. cargo.. ...	£1-3-9	£1-6-3
„ „ Seeds & Wheat.. ..	£1-2-6	£1-3-9
Marseilles—M't. cargo „ ..	£0-17-6	£0-17-6
„ Seeds & Wheat „ ..	£0-17-0	£0-17-0
Genoa—M'ment cargo „ ..	£0-13-0	£1-3- 9
„ Seeds & Wheat „	£0-12-0	£1-3-9
China Steamer	Rs. 12 to Rs. 17	Rs. 12 to Rs. 17
Australia „	„ 25 to „ 35	„ 25 to „ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 22nd June.	Week ending 29th June.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 3d.	1s. 3¾d. Nominal.
„ „ Sight	1s. 3 1/32d.	1s. 3¾d. „
„ „ 3 m'ths' „	1s. 3 3/32d.	1s. 3 13/16d. „
„ „ 4 „ „	1s. 3⅞d.	1s. 3⅞d. „
„ „ 6 „ „	1s. 3 3/16d.	1s. 3 15/16d. „
First-class Credits... 3 „ „	1s. 3 3/16d.	1s. 4d. „
„ „ 4 „ „	1s. 3 7/32d.	.....
„ „ 6 „ „	1s. 3 9/32d.	1s. 4⅛d. Nominal.
Documents ... 3 „ „	1s. 3 7/32d.	.....
„ ... 4 „ „	1s. 3¼d.	.....
„ ... 6 „ „	1s. 3 5/16d.	.....
Paris Francs Mercantile Bills ... 3 „ „	1·59¼	.....
„ 6 „ „	1·60¼	.....
On Calcutta Bank Tel. Transfer...	100 1/16	100 1/16
On China Mer'tile Bills, 30 days' Sight.	Nominal.	Unquotable.
Eng. Bar Gold, 100 touch (per tola).	Rs. 25-11-0	Nominal.
Sovereigns	„ 16-4-0 Nominal	do.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	8 per cent.	7 per cent.
„ of Interest on Demand Loans on Govt. Securities.	7 „	5 „
Rate of Interest in the Open Market on Govt. Securities ...	6 „	6 „
Money Market	Quiet and fairly Easy.	Unsettled.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 107-12-0	Rs. 107-4-0
Four-and-a-half per cents. ...	No quotation.	No quotation.
IMPORTS.		
Piece Goods— Market	Steady.	Steady.
6¼ to 7lbs. 34-38in. Grey Shrtgs. (per piece)	Rs. 3-4-0	Rs. 3-4-0
7¼ to 8¼ lbs. „ „ „	„ 4-0-0	„ 4-0-0
2¼ to 3lbs. 28-30 in. Madapollams „	„ 1-12-6	„ 1-12-6
No. 40s. Mule Twist, (per lb.) ...	As. 9	As. 9
No. 30s. Water „ „ ...	„ 8¾	„ 9¼
Copper Braziers, (in bundles) (per cwt)	Rs. 43-6-0	Rs. 42-12-0
Yellow Metal, (in cases) (per cwt)	„ 35-8-0	„ 34-12-0
Welsh Bar Iron, (per candy of 746¼ lbs.)	Rs. 30-0-0	Rs. 29 to Rs. 30
Staffordshire Bar Iron „ „ ...	„ 40-0-0	„ 40 to „ 41
Swedish Bar Iron, „ „ ...	„ 51-0-0	„ 51-0-0
Davison's West Hartley Coal, (per ton) alongside.	Rs. 16¼ rdy. Noml.; „ 15 forward.	Rs. 16 Ready Noml.; „ 14¼ Forward.
Welsh Hartley Coal, (per ton) „	Nominal.	.....
Cardiff Coal, „ „	Rs.14¼ rdy.; Rs.15¼ fwd.	Rs. 14½ rdy; Rs.14¾ fwd.

mittee of the Chamber of Commerce during the Year 1893—*contd.*

Quotations.	Week ending 22nd June.	Week ending 29th June.
EXPORTS.		
Cotton— Market. [per candy.	Quiet but steady.	Dull, with very little enquiry and all quotations very nominal.
Broach, ... Fine...	Nominlal.	.....
Do. ... ... Good...	„	Rs. 210 Ready Nominal.
Barsee, ... F.G....	„	.....
Do. ... ... Good...	Rs. 210 Ready Noml.	.....
Oomrawuttee, Good Staple, Fine ...	Nominal.	.....
„ „ ...F.G. ...	„	.....
„ „ ...Good ...	Rs. 205 Ready Noml.	.....
Khandeish ... ...Fine ...	Nominal	.....
„ ... ...F.G. ...	„	.....
„ ... ...Good ...	Rs. 190 Ready Nominal	.....
Belatee ... ...Fine ...	„ 207 „ „	Rs. 203 Ready
„ ... ...F.G. ...	„ 197 „ „	„ 193 „
„ ... ...Good ...	„ 192 „ „	„ 187 „
Dhollera ... ...Fine ...	„ 211 „ „	„ 204 „
„ ... ...F.G. ...	„ 200 „ „	„ 194 „
„ ... ...Good ...	„ 195 „	„ 189 „
Bengals .. ..Fine ..	„ 209 „	„ 203 „
„ .. ..F.G. ..	„ 197 „	„ 193 „
„ .. ..Good...	„ 187 „	„ 183
Dharwar (S.G.) .. ..Good...	„ 205 „	„ 202 „
Westerns ... ...Good ..	„ 188 „	„ 176 „
	(Ready)	(Ready)
Gingelly Seed, White (per cwt.)..	.....	.....
„ Mixed „ ..	.....	.....
Linseed, Bold „ ..	Rs. 8-0-0	Rs. 7-8-0 Nominal.
„ Small Seed „ ..	„ 7-10-0	„ 7-6-0 „
Rapeseed, Guzerat Yellow „ ..	„ 7-3-0	„ 7-2-0 „
„ Brown Delhi „ ..	„ 6-9-0	„ 6-5-0 „
„ Yellow Cawnpore „ ..	„ 7-3-0	„ 7-0-0 „
Poppy Seed „ ..	„ 7-11-0	„ 7-8-0 „
Groundnuts „ ..	„ 7-5-0	„ 7-5-0
Castor Seed, Bold Cawnpore „ ..	Nominal.	Unavailable.
„ „ Ordinary quality F.A. ...	Rs. 5-10-0	Rs. 5-8-0
Wheat, White Pessy „ ..	Rs. 4-6-6 91 %	Rs. 4-5-0 91 %
	„ 4-5-6 85 %	„ 4-4-0 85 %
„ Jabalpur Pessy „ ...	Rs. 4-3-0	Rs. 4-2-0
„ Ahmedabad (soft Red) „ ...	„ 4-6-0	„ 4-4-0
	Rs. 5-4-0 75 %	Rs. 5-2-0 75 %
„ Hard Yellow „ ..	„ 5-1-0 63 %	„ 4-15-0 63
	„ 4-13-0 50 %	„ 4-12-0 50 %
„ Delhi No. 1, White Pessy „ ..	Rs. 4-7-0	Rs. 4-5-6
„ „ Red „ ..	„ 4-4-6	„ 4-1-6
„ Hard Red Khatha 75 % „ ..	„ 4-9-6	„ 4-0-0
„ Nagpore Khathi „ ..	„ 3-15-6	„ 3-15-0
Opium, (Malwa) per chest, Old.. ..	„ 1,175	„ 1,155
„ „ „ New ..	„ 1,150	„ 1,135
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Suez Canal (per ton of 40 feet)	£1-0-0	£0-18-0
„ Seeds and Wheat	£0-18 6	£0-17-6
London—M'ment cargo P. & O. Co. ..	£1-10-0	£1-10-0
„ Seeds & Wheat „ do. ..	£0-15-0	£0-16-0
„ M'ment cargo Via Canal.	1-2-6	.....
„ Seeds & Wheat „ ..	£1-0-0	.....
Havre—M'ment cargo „ ..	£0-18-0	£0-18-0
„ Seeds & Wheat „ ..	£0-18-0	£0-17-6
Antwerp M'ment cargo „ ..	£0-18-6	£0-18-0
„ Seeds & Wheat „ ..	£0-18-6	£0-17-6
Hull „ ..	£0-18-6	£0-17-6
Dunkirk „ ..	£0-18 6	£0-17-6
Trieste & Venice—M'ment cargo „ ..	£1-7-6	.....
„ Seeds & Wheat „ ..	£1-6 3	.....
Marseilles—M'ment cargo „ ..	£0-18-6	£0-18-0
„ Seeds & Wheat „ ..	£0-18-0	£0-17-6
Genoa—M'ment cargo „ ...	£1-12-6	.....
„ Seeds & Wheat „ ...	£1-12-6	.....
China Steamer	Rs. 12 to Rs. 17	Rs. 12 to Rs. 17
Australia	„ 25 to „ 35	„ 25 to „ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 6th July.	Week ending 13th July.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 3$\frac{3}{4}$d.	1s. 3$\frac{3}{4}$d.
„ „ Sight	1s. 3$\frac{3}{4}$d.	Nominal.
„ „ 3 m'ths' „	1s. 3 13/16d.	„
„ „ 4 „ „	1s. 3 27/32d.	„
„ „ 6 „ „	1s. 3 29/32d.	„
First-class Credits ... 3 „ „	1s. 3 15/16d.	1s. 3 29/32d.
„ „ ... 4 „ „	1s. 3 31/32d.	Nominal.
„ „ ... 6 „ „	1s. 4 1/32d.	„
Documents ... ... 3 „ „	1s. 3 31/32d.	„
„ ... ... 4 „ „	1s. 4d.	„
„ ... ... 6 „ „	1s. 4 1/16d.	„
Paris Francs Mer'tile Bills 3 „	1·67$\frac{1}{2}$	„
„ 6 „ „	1·68$\frac{1}{2}$	„
On Calcutta Bank Tel. Transfer...	100 1/16	100 1/16
On China Mer'tile Bills, 30 days' Sight	Unquotable.	Hongkong Rs. 188 per 100 $; Shanghai Rs. 256 per 100 Taels; Japan Rs. 189 per 100 $; almost Nominal.
Eng. Bar Gold, 100 touch (per tola)	Rs. 25-6-0 Nominal.	Nominal.
Sovereigns...	„ 15-6-0 „	„
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills.	6 per cent.	7 per cent.
„ of Interest on Demand Loans on Govt. Securities.	5 „ „	5 „ „
Rate of Interest in the open Market on Govt. Securities ...	5 „ „	5 „ „
Money Market	Steady.	Quiet, but Steady.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 107-10-0	Rs. 107-4-0
Four-and-a-half per cents. ...	No quotation.	No quotation.
IMPORTS.		
Piece-Goods— Market	Quiet.	Quiet.
6$\frac{1}{2}$ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece).	Rs. 3-4-0	Rs. 3-4-0
7$\frac{1}{2}$ to 8$\frac{1}{2}$ lbs. „ „ „	„ 4-0-0	„ 4-0-0
2$\frac{1}{2}$ to 3 lbs. 28-30 in Madapollams „	„ 1-12-0	„ 1-12-0
No. 40s Mule Twist (per lb.) ...	As. 9	As. 9
No. 30s Water „ „ ...	„ 9$\frac{1}{4}$	„ 9$\frac{1}{4}$
Copper Braziers, (in bundles) (per cwt.)	Rs. 42-8-0	Rs. 41-4 to 41-8
Yellow Metal, (in cases) (per cwt)	„ 34-10-0 to 34-12	„ 33-12-0
Welsh Bar Iron, (per candy of 746$\frac{1}{2}$ lbs.)	Rs. 29-0-0 to 30-0-0	Rs. 29-0-0
Staffordshire Bar Iron „ „ ...	„ 40-0-0	„ 40-0-0
Swedish Bar Iron, „ „ ...	„ 48-0-0 to 49-0-0	„ 51-0-0
Davison's West Hartley Coal, (per ton) alongside.	Rs. 15 Ready; „ 14$\frac{1}{2}$ forward.	Rs. 14 Ready; „ 14$\frac{1}{2}$ forward.
Welsh Hartley Coal, (per ton) „	Rdy. Noml.; Rs. 13$\frac{1}{2}$ fwd.	Rs. 13$\frac{1}{2}$ Rdy.
Cardiff Coal, „ „	Rs. 14$\frac{1}{2}$ rdy; „ 15 „	„ 14$\frac{1}{2}$ „; Rs. 15 fwd

ittee of the Chamber of Commerce during the Year 1893—*contd.*

QUOTATIONS.	Week ending 6th July.	Week ending 13th July.
EXPORTS.		
COTTON— Market [per candy.	Quiet with very little demand.	Quiet and irregular.
Broach, ... Fine...	.....	Nominal.
Do. ... ... Good..	Rs. 205 Ready.	Rs. 222 25th March.
Barsee ... ... F.G....	Nominal.	.....
Do. ... ... Good..	.....	.....
Oomrawuttee, Good Staple, Fine...	....	Nominal.
" " F.G..	.....	"
" " Good..	....	"
Khandeish, ... Fine..	Nominal.	"
" .. .. F.G..	.....	"
" .. .. Good..	Rs. 180 Ready	Rs. 180 Ready
Belatee, ... Fine..	" 198 "	" 205 "
" .. .. F.G. ...	" 188 "	" 195 "
" ... .. Good..	" 178 "	" 185 "
Dhollera, ... Fine..	" 202 "	" 206 "
" .. .. F.G. ..	" 192 "	" 196 "
" .. .. Good..	" 187 "	" 190 "
Bengals, ... Fine..	" 197 "	" 198 "
" .. ... F.G. ..	" 187 "	" 188 "
" ... .. Good..	" 177 "	" 178 "
Dharwar (S.G.) .. .. Good..	" 198 "	" 197 "
Westerns, ... Good ..	" 176 "	" 180 "
Gingelly seed, White (per cwt.)...	.....	.....
" Mixed " ..	.....	.....
Linseed, Bold " ...	Rs. 7-8-0 Ready	Rs. 7-7-6 Ready
" Small Seed " ..	" 7-4-0 "	" 7-4-0 "
Rapeseed, Guzerat Yellow " ..	" 7-1-0 "	" 7-2-0 "
" Brown Delhi " ..	" 6-5-0 "	" 6-4-0 "
" Yellow Cawnpore " ...	" 6-15-0 "	" 6-15-0 "
Poppy seed " ..	" 7-10-6 "	" 7-10-0 "
Groundnuts " ..	" 6-15-6 "	" 7-0-0 "
Castor seed, Bold Cawnpore " ...	.....	.....
" Ordinary Quality F.A. " ..	Rs. 5-9-0 Ready	Rs. 5-8-6 Ready
Wheat, White Pessy " ..	Rs. 4-2-0 " 91 %	" 4-3-0 " 91 %
	" 4-1-0 " 85 %	" 4-2-0 " 85 %
" Jubulpore Pessy " ..	Rs. 4-0-0 "	.....
" Ahmedabad (soft Red) " ..	.....	.....
" Hard Yellow " ..	Rs. 5-3-0 Ready 75 %	Rs. 5-0-0 Ready 75 %
	" 5-0-0 " 63 %	" 4-13-6 " 63 %
	" 4-11-0 " 50 %	" 4-8-6 " 50 %
" Delhi No. 1, White Pessy " ..	Rs. 4-2-9 "	" 4-3-3 "
" " Red " ..	" 3-14-0 "	" 3-14-0 "
" Hard Red Khatha 75 % " ..	....	" 4-6-0 "
" Nagpore Khathi " ...	....	" 3-12-6 "
Opium, (Malwa) per chest, Old.. ...	Rs. 1,100 Nominal	" 1,100
" " " New ..	" 1,050 "	" 1,065
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Suez Canal (per ton of 40 feet).	£0-16-3	£0-17-0
" Seeds and Wheat	£0-15-6	£0-16-0
London—M'ment cargo, P. & O. Co. ..	£1-10-0	£1-10-0
" Seeds & Wheat do. ..	£0-15-0 to £0-16-0	£0-16-0
" M'ment cargo Via Canal.	....	....
" Seeds & Wheat " ..	....	....
Havre—M'ment cargo " ..	£0-17-6	.....
" Seeds & Wheat " ...	£0-17-0	.....
Antwerp—M'ment cargo " ..	£0-17-6	£0-17-6
" Seeds & Wheat " ..	£0-17-0	£0-17-6
Hull " ...	£0-17-0	£0-16-6
Dunkirk " ..	£0-15-6	....
Trieste & Venice—M'ment cargo " ...	....	....
" Seeds & Wheat " ..	....	....
Marseilles—M'ment cargo, " ...	£0-16-6	....
" Seeds & Wheat " ...	£0-16-0	....
Genoa—M'ment cargo " ...	£1-0-0	....
" Seeds and Wheat " ..	£0-18-9	....
China Steamer	Rs. 12 to Rs. 17	Rs. 12 to Rs. 17
Australia	" 25 to " 35	" 25 to " 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 20th July.	Week ending 27th July.
EXCHANGE.		
On England, Bank Bills Tel. Transfer ...	1s. 3 19/32d.	1s. 3⅝d.
„ „ Sight	1s. 3⅝d.	1s. 3 13/32d.
„ „ 3 m'ths' „	1s. 3 11/16d.	1s. 3 15/32d.
„ „ 4 „ „	1s. 3 23/32d.	1s. 3 7/16d.
„ „ 6 „ „	1s. 3 25/32d.	1s. 3½d.
First-class Credits ... 3 „ „	1s. 3 25/32d.	1s. 3 9/16d.
„ „ ... 4 „ „	1s. 3 13/16d.	1s. 3 19/32d.
„ „ ... 6 „ „	1s. 3⅞d.	1s. 3 21/32d.
Documents ... 3 „ „	1s. 3 13/16d.	1s. 3 19/32d.
„ ... ... 4 „ „	1s. 3 27/32d.	1s. 3⅞d.
„ ... ... 6 „ „	1s. 3 29/32d.	1s. 3 11/16d.
Paris Francs Mercantile Bills... 3 „ „	1·66	1·63¾
„ „ 4 „ „	.....	.....
„ „ 6 „ „	1·67	1·64¾
On Calcutta Bank Tel. Transfer.	100 1/16	100 1/16
On China Mer'tile Bills, 30days' Sight.	Hongkong Rs. 190 per 100 $; Shanghai Rs. 256 per 100 Taels; Japan Rs. 191 per 100 $.	Hongkong Rs. 190 per 100 $; Shanghai Rs. 256 per 100 Taels; Japan Rs. 191 per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Nominal.	Nominal.
Sovereigns	„	„
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	6 per cent.	6 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „ „	4 „ „
Rate of Interest in the open Market on Govt. Securities ...	5 „ „	4 „ „
Money Market	Quiet.	Quiet and Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 107-5-0	Rs. 107-6-0
Four-and-a-half per cents. ...	No quotation.	No quotation.
IMPORTS.		
Piece Goods— Market	Quiet.	Quiet.
6½ to 7 lbs. 34-38 in. Grey Shrtgs (per piece.)	Rs. 3-4-0	Rs. 3-4-0
7½ to 8½ lbs. „ „ „	„ 4-0-0	„ 3-14-0
2½ to 3 lbs. 28-30 in. Madapollams „	„ 1-12-0	„ 1-13-0
No. 40s Mule Twist, (per lb.) ...	As. 9	As. 9
No. 30s Water „ „ ...	„ 9¼	„ 9⅜
Copper Braziers, (in bundles) (per cwt)	Rs. 40-2-0	Rs. 40-10-0
Yellow Metal, (in cases) (per cwt)	„ 33-0-0	„ 33-8-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 29-0-0	Rs. 29-0-0
Staffordshire Bar Iron, „ „ ...	„ 38 to 39	„ 39-0-0
Swedish Bar Iron, „ „ ...	„ 50 to 51	„ 50-0-0
Davison's West Hartley Coal, (per ton) alongside.	Rs. 14 Ready; „ 14¼ forward.	Rs. 14½ Ready; „ 15¼ forward.
Welsh Hartley Coal, (per ton) „	Rs. 13 ready.	Rs. 13 ready.
Cardiff Coal, „ „	„ 15 „ ; Rs. 15½ frwd	„ 15¼ „ ; Rs. 15¾ frwd

mittee of the Chamber of Commerce during the Year 1893—*contd.*

Quotations.	Week ending 20th July.	Week ending 27th July.
EXPORTS.		
Cotton— Market [per candy.	Quiet, with a small business.	Dull and little doing.
Broach, ... Fine...	.....	.....
Do. ... ... Good...	Rs. 210 Ready.	Rs. 208 Ready.
Barsee ... ... F.G....	.....	.....
Do. ... ... Good...	Rs. 195 Nominal.	Rs. 195 "
Oomrawattee, Good staple, Fine...	Nominal.	Nominal.
" " .. F.G.....	"	"
" " .. Good...	"	"
Khandeish, ... Fine ..	"	"
" ... ... F.G.....	"	"
" .. ... Good....	Rs. 180 to Rs. 183 Ready	Rs. 180 Ready
Belatee, ... Fine ...	" 207 Ready	" 205 "
" .. ... F.G.....	" 197 "	" 195 "
" ... ... Good....	" 187 "	" 185 "
Dhollera, ... Fine ...	" 207 "	" 205 "
" .. ... F.G.....	" 197 "	" 195 "
" ... ... Good...	" 191 "	" 188 "
Bengals, ... Fine ...	" 200 "	" 195 "
" .. .. F.G.....	" 188 "	" 185 "
" ... ... Good....	" 178 "	" 175 "
Dharwar (S.G.) ... ... Good....	" 200 "	" 197 "
Westerns, ... Good ..	" 182 "	" 180 Ready
Gingelly seed, White (per cwt.)..	.....	.....
" Mixed " ..	.....	.....
Linseed, Bold " ...	Rs. 7-6-0 Ready	Rs. 7-7-0 Ready
" Small Seed " ..	" 7-3-6 "	" 7-5-0 "
Rapeseed, Guzerat Yellow " ...	" 7-1-0 "	" 7-2-0 "
" Brown Delhi " ..	" 6-3-6 "	" 6-4-0 "
" Yellow Cawnpore " ...	" 6-14-0 "	" 6-13-0 "
Poppy seed " ..	" 7-3-6 "	" 7-8-0 "
Groundnuts " ..	" 6-12-6 "	" 6-13-0 "
Castorseed, Bold Cawnpore " ...	.....	.....
" Ordinary quality F.A. " ...	Rs. 5-8-3	.....
Wheat, White Pessy " ..	{ " 4-2-0 Ready 91 %	Rs. 4-1-6 Ready 91 %
" Jabalpore Pessy " ..	{ " 4-1-0 " 85 %	" 4-0-0 " 85 %
Ahmedabad (soft Red) " ..	.....	.....
	.....	.....
	..... 75 %	{ ..... 75 %
" Hard Yellow " ..	..... 63 %	{ ..... 63 %
	{ Rs. 4-4-0 Ready 50 %	{ Rs. 4-4-0 " 50 %
" Delhi No. 1, White Pessy " ...	Rs. 4-5-0 "	Rs. 4-3-6 to Rs. 4-4-0 Ready
" " Red " ..	" 3-14-0 "	" 3-14-0 "
" Hard Red Khatha 75 % ...	" 4-3-9 "	" 4-2-0 Ready "
" Nagpore Khathi " ...	" 3-12-3 "	" 3-12-0 "
Opium, (Malwa) per chest, Old... ..	" 1,125	" 1,140
" " " New... ...	" 1,100	" 1,125
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Suez Canal (per ton of 40 feet).	£0-17-6	£0-17-6
" Seeds and Wheat.. ..	£0-16-3	£0-16-6
London—M'ment cargo, P. & O. Co. ...	£1-10-0	£1-10-0
" Seeds & Wheat " " ...	£0-16-0	£0-16-0
" M'ment cargo Via Canal.	.....	.....
" Seeds and Wheat " ...	....	.....
Havre—M'ment cargo " ..	.....	.....
" Seeds and Wheat " ..	.....	.....
Antwerp—M'ment cargo " ..	£0-17-6	£0-17-6
" Seeds and Wheat " ..	£0-17-0	£0-16-3
Hull " ...	£0-17-6	£0-17-0
Dunkirk " ...	.....	.....
Trieste & Venice—M'ment cargo " ...	£1-5-0	.....
" Seeds & Wheat " ...	£1-2-6	.....
Marseilles—M'ment cargo " ..	£0-17-6	£0-17-6
" Seeds & Wheat " ...	£0-16-6	£0-16-6
Genoa—M'ment cargo, " ...	.....	....
" Seeds and Wheat " ...	.....	.....
China Steamer	Rs. 12 to Rs. 17	Rs. 12 to Rs. 17
Australia	" 25 to " 35	" 25 to " 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 4th August.	Week ending 10th August.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 3 5/16d.	1s. 3½d.
„ „ Sight	1s. 3 11/32d.	1s. 3 9/16d.
„ „ 3 m'ths' „	1s. 3 7/16d.	1s. 3 21/32d.
„ „ 4 „ „	1s. 3 15/32d.	1s. 3 11/16d.
„ „ 6 „ „	1s. 3 17/32d.	1s. 3¾d.
First-class Credits ... 3 „ „	1s. 3 17/32d.	1s. 3 23/32d.
„ „ ... 4 „ „	1s. 3 9/16d.	1s. 3 25/32d.
„ „ ... 6 „ „	1s. 3 21/32d.	1s. 3⅞d.
Documents ... ... 3 „ „	1s. 3 9/16d.	1s. 3¾d.
„ ... ... 4 „ „	1s. 3 19/32d.	1s. 3 13/16d.
„ ... ... 6 „ „	1s. 3 11/16d.	1s. 3 29/32d.
Paris Francs Mercantile Bills... 3 „ „	1·63¾	1·66
„ „ 6 „ „	1·64¾	1·67
On Calcutta Bank Tel. Transfer.	100 3/32	100 3/32
On China Mer'tile Bills, 30 days' Sight.	Hongkong Rs. 185 per 100$; Shanghai Rs. 255 per 100 Taels; Japan Rs. 186 per 100 $.	Hongkong Rs. 188 per 100$; Shanghai Rs. 255 per 100 Taels; Japan Rs. 189 per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 25-0-0	Rs. 24-14-0
Sovereigns...	„ 15-10-0	„ 15-10-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	5 per cent.	5 to 6 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „	4 „
Rate of Interest in the open Market on Government Securities...	4 „	4 „
Money Market	Easy.	Steady, with money fairly easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 106-12-0	Rs. 107-3-0
Four-and-a-half per cents. ...	No quotation.	No quotation.
IMPORTS.		
Piece Goods— Market	Moderate business doing	Moderate business doing
6½ to 7 lbs. 34-38 in. Grey Shrtgs (per piece.)	Rs. 3-4-0	Rs. 3-4-0
7½ to 8¼ lbs. „ „ „	„ 4-0-0	„ 4-0-0
2½ to 3 lbs. 28-30 in Madapollams „	„ 1-12-6	„ 1-12-6
No. 40s Mule Twist, (per lb.) ...	As. 8	As. 8¾
No. 30s Water „ „ ...	„ 9¼	„ 9
Copper Braziers, (in bundles) (per cwt)	Rs. 41-14-0	Rs. 41-8-0
Yellow Metal, (in cases) (per cwt)	„ 34-14-0	„ 34-12-0
Welsh Bar Iron, (per cdy. of 746½ lbs.)	„ 29-0-0	„ 28-0-0
Staffordshire Bar Iron, „ „ ...	„ 39-0-0	„ 37-0-0
Swedish Bar Iron, „ „ ...	„ 50-0-0	„ 50-0-0
Davison's West Hartley Coal, (per ton) alongside.	Rs. 15 ready; „ 16 forward.	Rs. 14¼ ready; „ 16 forward.
Welsh Hartley Coal, (per ton) „	Rs. 13 ready.	Rs. 13 ready.
Cardiff Coal, (per ton) „	„ 15¼ „ Rs. 17 forwd	„ 15¼ rdy; Rs. 16¾ fwd.

mittee of the Chamber of Commerce during the Year 1893—*contd.*

Quotations.	Week ending 4th August.	Week ending 10th August.
EXPORTS.	Steady, with a small business.	Quiet, with very little doing.
Cotton— Market per candy.		
Broach, ... Fine...	Rs. 237 25th March.	Rs. 228 25th March.
Do. ... ... Good..	„ 208 Ready.	„ 207 Ready.
Barsee, ... F.G....	.....	.....
Do. ... ... Good..	Rs. 197 Ready.	.....
Oomrawuttee, Good Staple Fine ...	Nominal.	Nominal.
„ „ F.G. ...	„	„
„ „ Good ...	Rs. 193 Ready	Rs. 190 Ready
Khandeish ... ...Fine ...	Nominal.	Nominal.
„ ... ...F.G. ...	„	„
„ ... ...Good ...	Rs. 182 Ready	Rs. 177 Ready
Belatee ... ...Fine ...	„ 208 „	„ 202 „
„ ... ...F.G. ...	„ 197 „	„ 192 „
„ ... ...Good ...	„ 157 „	„ 185 „
Dhollera ... ...Fine ...	„ 210 „	„ 204 „
„ ... ...F.G. ...	„ 200 „	„ 195 „
„ ... ...Good ...	„ 190 „	„ 185 „
Bengals ... ...Fine ...	„ 198 „	„ 195 „
„ ... ...F.G. ...	„ 188 „	„ 185 „
„ ... ...Good ...	„ 178 „	„ 175 „
Dharwar (S.G.) ... ...Good ...	„ 198 „	„ 197 „
Westerns ... ...Good ..	„ 182 „	„ 178 „
Gingelly seed, White (per cwt.)...	.....	.....
„ Mixed „ ...	.....	.....
Linseed, Bold „ ...	Rs. 7-7-6 Ready	Rs. 7-8-0 Ready
„ Small Seed „ ...	„ 7-6-0 „	„ 7-6-0 „
Rapeseed, Gujerat Yellow „ ...	„ 7-2-0 „	„ 7-2-0 „
„ Brown Delhi „ ...	„ 6-5-0 „	„ 6-4-6 „
„ Yellow Cawnpore „ ...	„ 6-12-6 „	„ 6-10-0 „
Poppy seed „ ...	„ 7-8-6 „	„ 7-7-6 „
Groundnuts „ ...	„ 6-13-0 „	„ 6-14-0 „
Castor seed, Bold Cawnpore „ ...	.....	.....
„ „ Ordinary quality F.A. „ ...	.....	Rs. 5-11-0 „
Wheat, White Pessy „ ...	Rs. 4-1-0 Ready 91 % „ 3-15-6 „ 85 %	Rs. 4-1-0 Ready, 91 % „ 3-15-6 to Rs. 4 85 %
„ Jabalpur Pessy „ ...	.....	.....
„ Ahmedabad (soft Red) „ ...	.....	.....
„ Hard Yellow „ ...	Rs. 4-3-0 Ready 75 % „ 4-5-0 „ 63 % „ 4-2-0 „ 50 %	Rs. 4-10-0 Ready, 75 % „ 4-7-0 „ 63 % „ 4 4-0 „ 50 %
„ Delhi No. 1, White Pessy „ ...	Rs. 4-4-0 Ready	Rs. 4-4-0 Ready
„ „ Red „ ...	„ 3-15-6 „	„ 3-14-6 „
„ Hard Red Khatha 75 % „ ..	.....	„ 3-12-0 „
„ Nagpore Khathi „ ...	Rs. 3-12-0 Ready	„ 3-11-6 „
Opium, (Malwa) per chest, Old... ..	„ 1,150	„ 1,160
„ „ „ New ...	„ 1,125	„ 1,125
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Suez Canal (per ton of 40 feet).	£0-17-0	£0-17-6
„ Seeds and Wheat ...	£0-16-6	£0-16-3
London—M'ment cargo, P. & O. Co.,...	£1-10-0	£1-10-0
„ Seeds & Wheat „ „ ...	£0-16-0	£0-15-6
„ M'ment cargo Via Canal..	....	.....
„ Seeds & Wheat „ ...	.....	.....
Havre—M'ment cargo „ ...	£0-18-9	£0-18-9
„ Seeds & Wheat „ ...	£0-17-6	£0-18-0
Antwerp—M'ment cargo „ ..	£0-16-6	£0-17-0
„ Seeds & Wheat „ ..	£0-16-6	£0-16-6
Hull „ ..	£0-17-0	£0-16-0
Dunkirk „ ..	£0-16-6	£0-17-6
Trieste & Venice—M'ment cargo „ ...	£1-2-6	£1-2-6
„ Seeds & Wheat „ ..	£1-1-3	£1-1-3
Marseilles—M'ment cargo „ ..	£0-16-6	£0-17-6
„ „ Seeds & Wheat „ ..	£0-16-0	£0-16-0
Genoa—M'ment cargo „ ...	£0-18-9	£0-17-6
„ „ Seeds & Wheat „ ...	£0-16-6	£0-16-6
China Steamer	Rs. 12 to Rs. 17	Rs. 12 to Rs. 17
Australia	„ 25 to „ 35	„ 25 to „ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 17th August.	Week ending 24th August.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer ...	1s. 2 27/32d.	1s. 2 13/16d.
" " Sight	1s. 2 29/32d.	1s. 2½d.
" " 3 m'ths' "	1s. 3 1/16d.	1s. 3d.
" " 4 " "	1s. 3⅛d.	1s. 3 1/16d.
" " 6 " "	1s. 3 3/16d.	1s. 3⅛d.
First-class Credits 3 " "	1s. 3¼d.	1s. 3⅛d.
" " ... 4 " "	1s. 3 5/16d.	1s. 3 3/16d.
" " ... 6 " "	1s. 3 7/16d.	1s. 3 9/32d.
Documents ... 3 " "	1s. 3 9/32d.	1s. 3 5/32d.
" ... ... 4 " "	1s. 3 11/32d.	1s. 3 7/32d.
" ... ... 6 " "	1s. 3 15/32d.	1s. 3 5/16d.
Paris Francs Mercantile Bills... 3 " "	1·61	1·59¼
" " 6 " "	1·63	1·61
On Calcutta Bank Tel. Transfer...	100 3/32	100 3/32
On China Mer'tile Bills, 30 days' Sight.	Hongkong Rs. 188 per 100$; Shanghai Rs. 253 per 100 Taels; Japan Rs. 189 per 100 $;	Hongkong Rs. 192 per 100$; Shanghai Rs. 260 per 100 Taels; Japan Rs. 193 per 100$.
Eng. Bar Gold, 100 touch (per tola)	Rs. 25-8-0	Nominal.
Sovereigns...	" 16-0-0	"
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	5 per cent.	5 per cent.
" of Interest on Demand Loans on Govt. Securities.	3 "	3 "
Rate of Interest in the open Market on Govt. Securities ...	4 "	3 "
Money Market	Easy.	Very easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 106-0-0	Rs. 105-13-0
Four-and-a-half per cents. ...	No quotation.	No quotation.
IMPORTS.		
Piece Goods— Market	Closed.	Quiet.
6¼ to 7lbs. 34-38 in. Grey Shrtgs. (per piece.)	Rs. 3-4-0	Rs. 3-4-0
7¼ to 8½lbs. " " "	" 4-0-0	" 4-0-0
2½ to 3lbs. 28-30 in Madapollams "	" 1-12-6	" 1-12-0
No. 40s Mule Twist, (per lb.) ...	Market closed.	As. 8¼
No. 30s Water " " ...	" "	" 8¼
Copper Braziers, (in bundles) (per cwt.)	" "	Rs. 42-0-0
Yellow Metal, (in cases) (per cwt.)	" "	" 35-0-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 28-0-0	" 28-0-0
Staffordshire Bar Iron, " " ...	" 38-0-0	" 38-0-0
Swedish Bar Iron, " " ...	" 50-0-0	" 50-0-0
Davison's West Hartley Coal, (per ton) alongside.	Rs. 15 Ready " 16 Forward.	Rs. 15¾ Ready " 16¾ Forward
Welsh Hartley Coal, (per ton) "	Rs. 13 Rready.	Rs. 14 Ready
Cardiff Coal, (per ton) "	" 15¼ " Rs. 17 Fwd.	" 16 Rdy.; Rs. 17 Fwd.

mittee of the Chamber of Commerce during the Year 1893—*contd.*

Quotations.	Week ending 17th August.	Week ending 24th August.
EXPORTS.		
Cotton— Market (per candy.	Neglected and prices easier.	Quiet, with a small business.
Broach ... ... Fine...	Rs. 225 25th March Nom.	Rs. 227 25th March
Do. ... ... Good..	„ 220 „ „	„ 223 „
Barsee ... ... F.G....	.....	Nominal.
Do. ... ... Good..	.....	Rs. 195 Ready.
Oomrawuttee, Good Staple, Fine..	Nominal.	Nominal.
„ „ F.G....	„	„
„ „ Good..	Rs. 190 Ready	Rs. 190 Ready
Khandeish, ... Fine ...	Nominal.	Nominal.
„ ... ... F.G...	„	„
„ ... ... Good..	Rs. 175 Ready	Rs. 175 Ready
Belatee, ... Fine..	„ 200 „	„ 202 „
„ ... ... F.G....	„ 190 „	„ 192 „
„ ... ... Good..	„ 183 „	„ 185 „
Dhollera, ... Fine..	„ 215 „	„ 203 „
„ ... ... F.G...	„ 193 „	„ 191-92 „
„ ... .. Good..	„ 183 „	„ 181-82 „
Bengals, ... Fine...	„ 193 „	„ 193 „
„ ... ... F.G ...	„ 183 „	„ 183 „
„ ... ... Good..	„ 173 „	„ 173 „
Dharwar (S.G.) ... ... Good..	„ 195 „	....
Westerns, ... Good...	„ 177 „	....
Gingelly seed, White (per cwt.)..	.....	....
„ Mixed „ ...	.....	....
Linseed, Bold „	Rs. 7-8-0 Ready	Rs. 7-9-6 Ready
„ Small Seed „ ..	„ 7-6-0 „	„ 7-6-6 „
Rapeseed, Gujerat Yellow „ ...	„ 7-2-0 „	„ 7-2-0 „
„ Brown Delhi „ ...	„ 6-5-0 „	„ 6-6 0 „
„ Yellow Cawnpore „ ...	„ 6-11-6 „	„ 6-10-6 „
Poppy seed „ ..	„ 7-8-0 „	„ 7-8-6 „
Groundnuts „ ..	„ 6-14-0 „	„ 5-9-9 „
Castor seed, Bold Cawnpore „ ..	.....	....
„ „ Ordinary quality F.A.„ ...	.....	.....
Wheat, White Pessy „ ..	{ Rs. 4-1-0 Ready, 91 % „ 4-0-0 „ 85 %	{ Rs. 4-1-0 Ready, 91 % „ 3-15-6 „ 85 %
„ Jabalpur Pessy „ ..	.....	.....
„ Ahmedabad (Soft Red) „ ..	.....	....
„ Hard Yellow „ ..	{ ..... 75 % ..... 63 % Rs. 4-2-6 Ready 50 %	{ ..... 75 % ..... 63 % Rs. 4-2-6 Ready, 50 %
„ Delhi No. 1, White Pessy „ ..	Rs. 4-3-9 „	Rs. 4-3-9 „
„ „ Red „ ..	„ 3-14-6 „	„ 3-14-9 „
„ Hard Red Khatha 75% „ ..	„ 3-12-0 „	.....
„ Nagpore Khathi „ ..	„ 3-11-0 „	Rs. 3-11-6
Opium, (Malwa) per chest, Old... ...	„ 1,175	„ 1,125
„ „ „ New ..	„ 1,125	„ 1,090
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Suez Canal (per ton of 40 feet)	£0-17-6	£0-17-6
„ Seeds and Wheat... ...	£0-16-0	£0-17-0
London—M'ment cargo, P. & O. Co. ..	£1-10-0	£1-10-0
„ Seeds & Wheat „ „ ..	£0-15-0	£0-15-0
„ M'ment cargo, Via Canal..	.....	....
„ Seeds and Wheat „ ...	....	.....
Havre—M'ment cargo „ ..	£0-18-9	.....
„ Seeds and Wheat „ ..	£0-18-0	....
Antwerp—M'ment cargo „ ..	£0-17-6	£0-17-6
„ Seeds and Wheat „ ..	£0-17-0	£0-17-0
Hull „ ..	£0-16-6	....
Dunkirk „ ..	£0-18-0	.....
Trieste & Venice—M'ment cargo „ ...	£1-2-6	£1-0-0
„ „ Seeds & Wheat „ ..	£1-1-3	£0-18-0
Marseilles—M'ment cargo, „ ..	£0-17-6	£0-17-6
„ Seeds & Wheat „ ..	£0-16-3	£0-17-0
Genoa—M'ment Cargo „ ...	£0-16-3	.....
„ Seed and Wheat „ ...	£0-15-0	.....
China Steamer	Rs. 12 to Rs. 17	Rs. 12 to Rs. 17
Australia	„ 25 to „ 35	„ 25 to „ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 31st August.	Week ending 7th September.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 3d.	1s. 3 1/16d.
„ „ Sight	1s. 3 1/32d.	1s. 3 3/32d.
„ „ 3 m'ths' „	1s. 3 3/16d.	1s. 3 3/16d.
„ „ 4 „ „	1s. 3 7/32d.	1s. 3 7/32d.
„ „ 6 „ „	1s. 3 9/32d.	1s. 3 9/32d.
First-class Credits... 3 „ „	1s. 3 5/16d.	1s. 3 5/16d.
„ „ ... 4 „ „	1s. 3 11/32d.	1s. 3 11/32d.
„ „ ... 6 „ „	1s. 3 7/16d.	1s. 3 7/16d.
Documents ... 3 „ „	1s. 3 11/32d.	1s. 3 11/32d.
„ ... 4 „ „	1s. 3⅜d.	1s. 3⅜d.
„ ... 6 „ „	1s. 3 15/32d.	1s. 3 15/32d.
Paris Francs Mer'tile Bills 3 „ „	1·61½	1·61½
„ 6 „ „	1·63	1·62½
On Calcutta Bank Tel. Transfer...	100 3/32	100 3/32
On China Mer'tile Bills, 30 days' Sight	Hongkong Rs. 194 per 100$; Shanghai Rs. 265 per 100 Taels; Japan Rs. 194 per 100 $.	Hongkong Rs. 190 per 100$; Shanghai Rs. 260 per 100 Taels; Japan Rs. 190 per 100 $.
Eng. Bar Gold, 100 touch (per tola).	Rs. 25-11-0	Rs. 25-10-0
Sovereigns	„ 16-1-0	„ 16-2-6
RATES OF DISCOUNT.		
Bank Rate of Dist. on Private Bills.	5 per cent.	4 per cent.
„ of Interest on Demand Loans on Govt. Securities.	3 „	3 „
Rate of Interest in the open Market on Govt. Securities ...	3 „	3 „
Money Market	Easy.	Quiet.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 105-8-0	Rs. 105-0-0
Four-and-a-half per cents. ...	No quotation.	No quotation.
IMPORTS.		
Piece Goods— Market	Quiet.	Moderate business doing
6½ to 7lbs. 34-38in. Grey Shrtgs, (per piece)	Rs. 3-4-0	Rs. 3-4-0
7¼ to 8¼ lbs., „ „	„ 4-0-0	„ 4-0-0
2½ to 3lbs. 28-30 in. Madapollams. „	„ 1-12-0	„ 1-12-6
No. 40s Mule Twist (per lb.) ...	As. 8¾	As. 8¼
No. 30s Water „ „ ...	„ 8⅞	„ 8⅜
Copper Braziers, (in bundles) per cwt.	Rs. 42-0-0	Rs. 41-12-0
Yellow Metal, (in cases) per cwt.	„ 35-0-0	„ 35-4-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 28-8-0	Rs. 28-8-0
Staffordshire Bar Iron „ „ ...	„ 38-0-0	„ 38-0-0
Swedish Bar Iron „ „ ...	„ 50-0-0	„ 50-0-0
Davison's West Hartley Coal (per ton) alongside.	Rs. 15½ rdy. Rs. 17 fwd.	Rs. 16½ rdy. Rs. 17 fwd.
Welsh Hartley Coal, (per ton) „	.....	.....
Cardiff Coal, „ „	Rs. 16½ rdy; Rs. 17½ „	Rs. 17½ rdy. Rs. 18 „

mittee of the Chamber of Commerce during the Year 1893—*contd.*

Quotations.	Week ending 31st August.	Week ending 7th September.
EXPORTS.		
Cotton— Market [per candy.	Quiet, with rather more enquiry.	Firm, with a moderate demand.
Broach, ... Fine...	Rs. 228 25th March.	Rs. 234 25th March.
Do. ... ... Good..	„ 208 Ready.	„ 210 Ready
Barsee ... ... F.G....	Nominal.	.....
Do. ... ... Good..	Rs. 195 Ready.	Rs. 195 Ready
Oomrawuttee, Good Staple, Fine..	Nominal	Nominal
„ „ ... F.G. ...	„	„
„ „ ... Good...	Rs. 190 to Rs. 192	Rs. 193 Ready
Khandeish ... ... Fine ...	Nominal	Nominal
„ ... ... F.G. ...	„	„
„ ... ... Good...	Rs. 175 Ready	Rs. 177 Ready
Belatee, ... Fine ...	„ 203 „	„ 203 „
„ ... ... F.G. ...	„ 193 „	„ 193 „
„ ... ... Good...	„ 183 „	„ 185 „
Dhollera, ... Fine ...	„ 205 „	„ 208 to 210 Ready
„ ... ... F.G. ...	„ 195 „	„ 198 to 200 „
„ ... ... Good ...	„ 185 „	„ 190 „
Bengals, ... Fine ...	„ 193 „	„ 194 to 195 „
„ ... ... F.G. ...	„ 183 „	„ 184 to 185 „
„ ... ... Good...	„ 173 „	„ 174 „ 175 „
Dharwar (S.G.), ... Good ...	„ 198 „	„ 198 „
Westerns, ... Good ..	„ 177 „	„ 182 „
Gingelly seed, White ...(per cwt.)	....	....
„ Mixed ... „ „	„	.....
Linseed, Bold „ ..	„ 7-10-6 Ready	Rs. 7-10-6 Ready
„ Small Seed „ ..	„ 7-8-0 „	„ 7-8-0 „
Rapeseed, Gujerat Yellow „ ...	„ 7-1-0 „	„ 7-2-0 „
„ Brown Delhi „ ..	„ 6-5-0 „	„ 6-5-0 „
„ Yellow Cawnpore „ ..	„ 6-11-0 „	„ 6-9-6 „
Poppy seed „ ..	„ 7-10-6 „	„ 7-10-6 „
Groundnuts „ ..	„ 5-10-0 „	„ 7-0-0 „
Castor seed, Bold Cawnpore „ ..	....	.....
„ Ordinary Quality F. A. „ ...	.....	.....
Wheat, White Pessy „ ...	Rs. 4-0-6 „ 91 % „ 3-15-0 „ 85 „	Rs. 4-0-6 „ 91 % „ 3-15-3 „ 85 „
„ Jabalpur Pessy „ ..	.....	.....
„ Ahmedabad (Soft Red) „ ..	.....	.....
„ Hard Yellow „ ..	Rs. 4-11-0 Ready 75 % „ 4-8-0 „ 63 „ „ 4-4-0 „ 50 „	..... 75 % ..... 63 „ Rs. 4-4-0 50 „ Ready
„ Delhi No. 1, White Pessy „ ..	Rs. 4-2-6 Ready	„ 4-2-0 „
„ „ Red „ ..	„ 3-14-0 „	„ 3-14-0 „
„ Hard Red Khatha 75 % „ ..	„ 3-12-0 „ Nominal	.....
„ Nagpore Khathi „ ..	„ 3-11-0 „ „	Rs. 3-9-0 Ready
Opium, (Malwa) per chest, Old ..	„ 1,125	„ 1,110
„ „ „ New ...	„ 1,100	„ 1,085
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Suez Canal (per ton of 40 feet).		
„ Seeds and Wheat	£0-17-0	£0-17-0
London—M'ment cargo P. & O. Co. ...	£0-16-0	£0-16-0
„ Seeds & Wheat „ „ ...	£1-10-0	£1-10-0
„ M'ment cargo, Via Canal ..	£0-15-6	£0-15-0
„ Seeds and Wheat „ ...	.....	.....
Havre—M'ment cargo „ ..	.....	.....
„ Seeds & Wheat „ ..	....	.....
Antwerp—M'ment cargo „ ..	....	.....
„ Seeds & Wheat „ ..	£0-17-6	£0-17-6
Hull „ ...	£0-17-6	£0-17-0
Dunkirk „ ..	£0-17-6	£1-0-0
Trieste & Venice—M'ment cargo „ ..	.....	£0-18-9
„ Seeds & Wheat „ ..	£1-0-0	£0-17-0
Marseilles—M'ment cargo „ ..	£0-18-9	£0-16-0
„ Seeds & Wheat „ ..	£0-17-0	.....
Genoa—M'ment cargo „ ...	£0-16-0	.....
„ Seeds and Wheat „ ..	....	Rs. 12 to Rs. 17
China Steamer	.....	„ 25 to „ 35
Australia	Rs. 12 to Rs. 17	
	„ 25 to „ 35	

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 13th September.	Eight days ending 22nd September.
EXCHANGE.		
On England, Bank Bills, Tel Transfer...	1s. 3 1/16d.	1s. 3 3/32d.
„ „ Sight	1s. 3 3/32d.	1s. 3¼d.
„ „ 3 m'ths' „	1s. 3 3/16d.	1s. 3 3/16d.
„ „ 4 „ „	1s. 3 7/32d.	1s. 3 7/32d.
„ „ 6 „ „	1s. 3 9/32d.	1s. 3 9/32d.
First-class Credits 3 „ „	1s. 3 9/32d.	1s. 3 9/32d.
„ „ 4 „ „	1s. 3 5/16d.	1s. 3 5/16d.
„ „ 6 „ „	1s. 3 13/32d.	1s. 3¼d.
Documents ... ... 3 „ „	1s. 3 5/16d.	1s. 3 5/16d.
„ 4 „ „	1s. 3 11/32d.	1s. 3 11/32d.
„ 6 „ „	1s. 3 7/16d.	1s. 3 13/32d.
Paris Francs Mercantile Bills... 3 „ „	1·61	1·60¾
„ ... 6 „ „	1·62½	1·62
On Calcutta Bank Tel. Transfer...	100 3/32	100 3/32
On China Mer'tile Bills, 30 days' Sight.	Hongkong Rs. 190 per 100 $; Shanghai Rs. 260 per 100 Taels; Japan Rs. 190 per 100 $.	Hongkong Rs. 191 per 100 $; Shanghai Rs. 260 per 100 Taels; Japan Rs. 191 per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 25-10-0	Rs. 25-13-0 Ready
Sovereigns	„ 16-1-0	„ 16-0-0 „
RATES OF DISCOUNT.		
Bank Rate of Dist. on Private Bills	4 per cent.	4 per cent.
„ of Interest on Demand Loans on Govt. Securities.	3 „	3 „
Rate of Interest in the open Market on Govt. Securities ...	3 „	2½ „
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 104-11-0	Rs. 104-14-0
Four-and-a-half per cents. ...	No quotation.	No quotation.
IMPORTS.		
Piece Goods— Market	Moderate enquiry.	Moderate demand.
6½ to 7 lbs. 34-38in. Grey Shrtgs, (per piece)	Rs. 3-4-0	Rs. 3-4-0
7¼ to 8¼ lbs. „ „ „	„ 4-0-0	„ 4-0-0
2½ to 3 lbs. 28-30 in. Madapollams „	„ 1-12-6	„ 1-13-0
No. 40s Mule Twist, (per lb.) ...	As. 8¾	As. 8½
No. 30s Water „ „ ...	„ 8⅞	„ 8¾
Copper Braziers, (in bundles) per cwt	Rs. 41-8-0	Rs. 41-8-0
Yellow Metal, (in cases) „	„ 35-0-0	„ 35-4-0
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 28-0-0	„ 28-8-0
Staffordshire Bar Iron, „ „ ...	„ 38 0-0	„ 40-0-0
Swedish Bar Iron, „ „ ...	„ 50-0-0	„ 48-0-0
Davison's West Hartley Coal, (per ton) alongside.	Rs. 16¼ Ready; „ 17 Forward.	Rs. 17¼ Ready; „ 16¾ Forward.
Welsh Hartley Coal, (per ton) „	.....	.....
Cardiff Coal, „ „	Rs. 17 rdy.; Rs. 18 fwd.	Rs. 18 rdy.; Rs. 17½ fwd.

mittee of the Chamber of Commerce during the Year 1893—*contd.*

Quotations.	Week ending 13th September.	Eight days ending 22nd September.
EXPORTS.		
Cotton— Market [per candy.	Steady; quotation irregular.	Firm.
Broach, ... Fine...	Rs. 240 March 25th.	Rs. 241 March 25th.
Do. ... ... Good...	„ 235 „ „	,2 Ready.
Barsee, ... F.G....	.....	Nominal.
„ ... ... Good...	Rs. 200 Ready	Rs. 203 Ready
Oomrawuttee, Good Staple, Fine...	Nominal.	Nominal.
„ „ F.G. ...	„	„
„ „ Good ...	Rs. 195 Ready	Rs. 198 Ready
Khandeish ... ...Fine ...	Nominal	Nominal
„ ... ...F.G. ...	„	„
„ ... ...Good ...	Rs. 180 Ready	Rs. 180 Ready
Belatee ... ...Fine ...	„ 208 „	„ 210 „
„ ... ...F.G. ...	„ 198 „	„ 198 Ready
„ ... ...Good ..	„ 192 „	„ 192 „
Dhollera ... ...Fine ...	„ 210 to Rs. 211 Ready	„ 212 „
„ ... ...F.G. ...	„ 200 to „ 201 „	„ 202 Ready
„ ... ...Good ...	„ 192 to „ 193 „	„ 193 „
Bengals ... ...Fine ...	„ 197 to „ 198 „	„ 202 „
„ ... ...F.G. ...	„ 187 to „ 188 „	„ 192 Ready
„ ... ...Good ...	„ 182 Ready	„ 186 „
Dharwar (S.G.) ... ...Good ...	„ 202 „	„ 205 „
Westerns, ...Good..	„ 184 „	„ 192 „
Gingellyseed, White (per cwt.) ..	„ 8-2-0 Forward	„ 8-3-6 Ready
„ Mixed „ ..	„ 7-8-0 „	„ 7-8-0 Forward
Linseed, Bold „ ..	„ 7-10-6 Ready	„ 7-10-6 Ready
„ Small Seed „ ...	„ 7-7-0 „	„ 7-7-0 „
Rapeseed, Gujerat Yellow „ ..	„ 7-1-0 „	„ 6-14-0 „
„ Brown Delhi „ ...	„ 6-4-6 „	„ 6-4-0 „
„ Yellow Cawnpore „ ..	„ 6-9-6 „	„ 6-9-0 „
Poppyseed „ ...	„ 7-10-6 „	„ 7-12-0 „
Groundnuts „ ..	„ 7-1-0 „	„ 6-14-0 „
Castorseed, Bold Cawnpore „ ...	.....	....
„ „ Ordinary Quality F.A „ ..	Rs. 5-12-0 Ready	.....
Wheat, White Pessy „ ..	{ „ 4-0-6 91 % „	{ Rs. 4-1-6 91 % Ready
„ Jabalpur Pessy „ ...	{ „ 3-15-0 85 % „	{ „ 4-0-0 85 % „
„ Ahmedabad (Soft Red), „ ...	.....	.....
	.....	.....
„ Hard Yellow „ ...	{ ..... 75 % Ready	{ ..... 75 % Ready
	{ ..... 63 % „	{ ..... 63 % „
	{ Rs. 4-4-6 50 % „	{ Rs. 4-4-6 50% „ Nual.
„ Delhi No 1, White Pessy, „ ..	„ 4-1-0 „	Rs. 4-0-6 „
„ „ „ Red „ ..	„ 3-13-0 „	„ 3-13-6 „
„ Hard Red Khatha 75% „ ..	.....	....
„ Nagpore Khathi „ ..	.....	Rs. 3-10-6 Ready Nominal.
Opium, (Malwa) per chest, Old —	Rs. 1,100	„ 1,125
„ „ „ New ..	„ 1,085	„ 1,100
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Suez Canal, (per ton of 40 feet).	£0-17-6	£0-18-0
„ Seeds & Wheat	£0-17-0	....
London—M'ment cargo, P. & O. Co.	£1-10-0	£1-10-0
„ Seeds & Wheat „ ..	£0-15-0	£0-15-0
„ M'ment cargo, Via Canal...	.....	.....
„ Seeds and Wheat „ ..	.....	.....
Havre—M'ment cargo „ ...	.....	.....
„ Seeds and Wheat „ ..	.....	.....
Antwerp—M'ment cargo „ ..	.....	.....
„ Seeds & Wheat „ ...	.....	.....
Hull „ ..	£0-17-6	.....
Dunkirk „ ..	£0-17-9	£1-0-0
Trieste & Venice—M't. cargo, ..	£1-0-0	£0-18-9
„ „ Seeds & Wheat „ ..	£0-18-9	£0-17-6
Marseilles—M't. cargo, „ ..	£0-17-0	£0-17-0
„ Seeds & Wheat „ ..	£0-16-0	.....
Genoa—M'ment cargo, „ ...	.....	.....
„ „ Seeds & Wheat „ ...	.....	Rs. 12 to Rs. 17
China Steamer .. .. .. —	Rs. 12 to Rs. 17	„ 25 to „ 35
Australia	„ 25 to „ 35	

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 29th September.	Week ending 6th October.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 2 15/16d.	1s. 3d.
„ „ Sight	1s. 2 15/16d.	1s. 3 1/32d.
„ „ 3 m'ths' „	1s. 3 1/32d.	1s. 3 3/32d.
„ „ 4 „ „	1s. 3 1/16d.	1s. 3¼d.
„ „ 6 „ „	1s. 3⅛d.	1s. 3 3/16d.
First-class Credits ... 3 „ „	1s. 3⅛d.	1s. 3 3/16d.
„ „ ... 4 „ „	1s. 3 5/32	1s. 3 7/32d.
„ „ ... 6 „ „	1s. 3 7/32d.	1s. 3 9/32d.
Documents ... 3 „ „	1s. 3 5/32d.	1s. 3 7/32d.
„ ... 4 „ „	1s. 3 3/16d.	1s. 3¼d.
„ ... 6 „ „	1s. 3¼d.	1s. 3 5/16d.
Paris Francs Mercantile Bills... 3 „ „	1·59	1·59¾
„ „ 6 „ „	1·60	1·61
On Calcutta Bank Tel. Transfer...	100 3/32	100 3/32
On China Mer'tile Bills, 30 days' Sight.	Hongkong Rs. 192 per 100 $; Shanghai Rs. 260 per 100 Taels; Japan Rs. 192 per 100 $.	Hongkong Rs. 191½ per 100 $; Shanghai Rs. 259 per 100 Taels; Japan Rs. 191½ per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 25-8-0	Rs. 25-10-0
Sovereigns	„ 16-3-0	„ 16-2-0
RATES OF DISCOUNT.		
Bank Rate of Dist. on Private Bills.	5 per cent.	5 per cent.
„ of Interest on Demand Loans on Govt. Securities.	3 „	4 „
Rate of Interest in the open Market on Govt. Securities ...	2 „	3 „
Money Market	Easy.	Steady.
GOVERNMENT SECURITIES.		
Four per cent.	Rs. 105-4-0	Rs. 105-1-0
Four-and-a-half per cents ...	No quotation.	No quotation.
IMPORTS.		
Piece Goods— Market	Steady.	Steady.
6½ to 7 lbs 34-38 in. Grey Shrtgs, (per piece)	Rs. 3-4-0	Rs. 3-4-0
7½ to 8¼ lbs. „ „ „ ...	„ 4-0-0	„ 4-0-0
2½ to 3 lbs. 28-30 in. Madapollams „	„ 1-13-0	„ 1-13-0
No. 40s. Mule Twist, (per lb.) ...	As. 8¼ to 8½	As. 8½ to 8⅝
No. 30s. Water, „ „ ...	„ 8¼ to 8⅝	„ 8⅝ to 8⅞
Copper Braziers, (in bundles) per cwt.	Rs. 41-8-0	Rs. 41-5-0
Yellow Metal, (in cases) per cwt...	„ 35-6-0	„ 35-6-0
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 29-0-0	„ 28-8-0
Staffordshire Bar Iron, „ „ ...	„ 40-0-0	„ 40-0-0
Swedish Bar Iron, „ „ ...	„ 48-0-0	„ 48-0-0
Davison's West Hartley Coal, (per ton) alongside.	Rs. 18 rdy.; Rs. 16¾ fwd.	Rs. 19 rdy.; Rs. 17 fwd.
Welsh Hartley Coal, „ „ ...	.....	.....
Cardiff Coal, „ „ ...	Rs. 18¼ „ ; „ 18¼ fwd.	Rs. 18¼ rdy.; Rs. 18¼ fwd.

mittee of the Chamber of Commerce during the Year 1893—*contd.*

Quotations.	Week ending 29th September.	Week ending 6th October.
EXPORTS.		
Cotton— Market	Quiet but Steady.	Quiet but Steady.
Broach .. ..Fine ..	Rs. 234 to 235 Mar. 25th	Rs. 238-39 March 25th
" ... ..Good ..	" 210 Ready	" 209 to Rs. 210 Ready
Barsee .. ..F.G. ..	.....	.....
" ó .. ...Good ..	Rs. 203 Ready	Rs. 203 Ready
Oomrawuttee, Good Staple, Fine.	Nominal	Nominal
" " F.G.	"	"
" " Good.	Rs. 198 Ready	Rs. 197 Ready
Khandesh, ... Fine...	Nominal	Nominal
" ... ... F.G. ...	"	"
" ... ... Good...	Rs. 178 to 180 Ready	Rs. 179 to 180 Ready
Belatee, ... Fine...	" 208 "	" 207 "
" ... ... F.G. ...	" 196 "	" 195 "
" ... ... Good...	" 190 "	" 190 "
Dhollera, ... Fine ...	" 212 to 214 "	" 214 to 215 "
" ... ... F.G. ...	" 202 to 205 "	" 204 to 205 "
" ... ... Good...	" 192 to 194 "	" 194 to 155 "
Bengals ... ... Fine...	" 200 "	" 198 "
" ... ... F.G....	" 190 "	" 188 "
" ... ... Good...	" 180 "	" 178 "
Dharwar (S.G.) ... Good...	" 203 to 205 "	" 200 "
Westerns, ... Good	" 192 to 193 "	" 193 "
Gingelly seed, White (per cwt.) ..	" 8-2-6 "	" 8-2-6 "
" Mixed " ..	" 7-8-0 Forward	" 7-8-0 Forward
Linseed, Bold " ..	" 7-12-0 Ready	" 7-12-0 Ready
" Small Seed " ...	" 7-8-0 "	" 7-8-0 "
Rapeseed, Gujerat Yellow " ..	" 6-12-0 "	" 6-12-6 "
" Brown Delhi " ..	" 6-4-0 "	" 6-3-0 "
" Yellow Cawnpore " ...	" 6-9-0 "	" 6-10-0 "
Poppy seed " ...	" 7-13-0 "	" 7-14-0 "
Groundnuts " .	" 6-13-6 "	" 6-13-0 "
Castor seed, Bold Cawnpore " ...	.....	.....
" Ordinary quantity F.A. " ...	Rs. 5-9-6 Ready	Rs. 5-10-0 Ready
Wheat, White Pessy " ..	Rs. 4-1-6 91 % "	Rs. 4-1-6 91 % "
	" 4-0-3 85 % "	" 4-0-0 85 % "
" Jabalpur Pessy " ..	.....	.....
" Ahmedabad (soft Red) " ..	.....	.....
	..... 75 % Ready	..... 75 % Ready
" Hard Yellow " ...	Rs. 4-6-0 63 % "	..... 63 % "
	" 4-3-0 50 % "	Rs. 4-3-6 " 50 % "
" Delhi No. 1, White Pessy " ..	" 4-0-6 "	" 4-0-6 Ready
" " Red " ..	.....	" 3-14-6 "
" Hard Red Khatha 75 % " ..	.....	.....
" Nagpore Kahthi " ..	.....	Rs. 3-10-0 Ready
Opium, (Malwa) per chest, Old ..	Rs. 1,150	" 1,215
" " " New ..	" 1,125	" 1,160
FREIGHTS.	(Ready)	Ready)
Liverpool—Cotton, via Suez Canal, (per ton of 40 feet).	£0-18-6	£0-18-0
" Seeds & Wheat... ..	£0-18-0	£0-17-3
London—M'ment cargo, P. & O. Co.	£1-10-0	£1-10-0
" Seeds & Wheat " ..	£0-15-0	£0-15-0
" M'ment cargo, Via Canal..	£1-0-0	£1-0-0
" Seeds and Wheat " ..	£0-19-0	£0-19-6
Havre—M'ment cargo " ...	.....	£1-1-3
" Seeds and Wheat " ..	.....	£1-0-0
Antwerp—M'ment cargo " ..	£1-0-0	£1-1-3
" Seeds and Wheat " ..	£0-19-0	£0-19-0
Hull " ..	.....	£1-0-0
Dunkirk " ..	£1-0-0	£1-0-0
Trieste & Venice—M't. cargo, " ..	£1-2-6	£1-2-6
" " Seeds & Wheat " ..	£1-0-0	£1-0-0
Marseilles—M't. cargo " ..	£0-18-6	£0-17-6
" Seeds & Wheat " ..	£0-17-6	£0-17-0
Genoa—M'ment cargo " ...	....	£0-17-6
" Seeds and Wheat " ...	.....	£0-16-0
China Steamer	Rs. 12 to Rs. 17	Rs. 12 to Rs. 17
Australia	" 25 to " 35	Rs. 25 to " 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 13th October.	Week ending 20th October.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 3½d.	1s. 3 5/32d.
„ „ Sight	1s. 3 5/32d.	1s. 3 3/16d.
„ „ 3 m'ths' „	1s. 3 7/32d.	1s. 3¼d.
„ „ 4 „ „	1s. 3¼d.	1s. 3 9/32d.
„ „ 6 „ „	1s. 3 5/16d.	1s. 3 11/32d.
First-class Credits Tel. 3 „ „	1s. 3 5/16d.	1s. 3 5/16d.
„ „ 4 „ „	1s. 3 11/32d.	1s. 3 11/32d.
„ „ ... 6 „ „	1s. 3 13/32d.	1s. 3 13/32d.
Documents ... 3 „ „	1s. 3 11/32d.	1s. 3 11/32d.
„ ... ... 4 „ „	1s. 3¾d.	1s. 3¾d.
„ ... ... 6 „ „	1s. 3 7/16d.	1s. 3 7/16d.
Paris Francs Mercantile Bills... 3 „ „	1·61	1·61
„ „ 6 „ „	1·62	1·62
On Calcutta Bank Tel. Transfer...	100 3/32	100 3/32
On China Mer'tile Bills, 60 days' Sight.	Hongkong Rs. 191 per 100 $; Shanghai Rs. 260 per 100 Taels; Japan Rs. 191 per 100 $.	Hongkong Rs. 191 per 100 $; Shanghai Rs. 260 per 100 Taels; Japan Rs. 191 per 100 $.
Eng. Bar. Gold, 100 touch (per tola).	Rs. 25-7-0	Rs. 25-7-0
Sovereigns	„ 16-0-0	„ 16-0-0
RATES OF DISCOUNT.		
Bank Rate of Dist. on Private Bills.	6 per cent.	6 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „	4 „
Rate of Interest in the open Market on Govt. Securities...	3 „	4 „
Money Market	Steady.	Quiet with money fairly easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 105-4-0	Rs. 105-5-0
Three-and-a-half per cents. ...	Nominal.	„ 97-8-0 Nominal.
IMPORTS.		
Piece Goods— Market	Steady.	Steady.
6½ to 7 lbs 34-38 in. Grey Shrtgs., (per piece)	Rs. 3-5-0	Rs. 3-4-0
7½ to 8½ lbs. „ „ „ ...	„ 4-1-0	„ 4-1-0
2½ to 3 lbs. 28-30 in. Madapollams „ ...	„ 1-13-0	„ 1-13-3
No. 40s. Mule Twist, (per lb.) ...	As. 8½ to 8⅞	As. 8⅝ to 9
No. 30s Water, „ „ ...	„ 8½ to 8⅝	„ 8½ to 9
Copper Braziers. (in bundles) per cwt..	Rs. 41-4-0	Rs. 40-10-0
Yellow Metal (in cases) per cwt...	„ 35-6-0	„ 35-4-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 30-0-0	Rs. 30-0-0
Staffordshire Bar Iron, „ „ ...	„ 33-0-0 to 34-0-0	„ 37-0-0
Swedish Bar Iron, „ „ ...	„ 45-0-0 to 46-0-0	„ 49-0-0
Davison's West Hartley Coal, (per ton alongside).	Rs. 19 ready; Rs. 17½ fwrd.	Rs. 17½ Nominal ready; „ 17 Forward.
Welsh Hartley Coal, (per ton) „	.....	.....
Cardiff Coal, (per ton) „	Rs. 18½ Ready; Rs. 18 forward.	Rs. 18½ Ready; Rs. 18½ forward.

mittee of the Chamber of Commerce during the Year 1893—*contd.*

QUOTATIONS.	Week ending 13th October.	Week ending 20th October.
EXPORTS.		
COTTON— Market (per candy.	Firm.	Steady.
Broach, ... Fine...	Rs. 240 March. 25th 1894	Rs. 238 March. 25th 1894
Do. ... ... Good..	„ 210 Ready.	„ 210 Ready.
Barsee ... ... F.G....	.....	.....
Do. ... ... Good..	Rs. 203 Ready.	Rs. 203 Ready.
Oomrawuttee, Good Staple, Fine ..	Nominal	.....
„ „ F.G. ...	„	.....
„ „ Good ..	Rs. 197 Ready	Rs. 195 Ready
Khandeish, ...Fine ...	Nominal	.....
„ .. .. ..F.G. ..	„	.....
„ .. ..Good ...	Rs. 180 Ready	Rs. 180 Ready
Belatee, ...Fine ..	„ 205 „	„ 203 „
„ .. ..F.G. ..	„ 195 „	„ 193 „
„ .. .. ..Good ..	„ 190 „	„ 187 „
Dhollera .. ..Fine ..	„ 215 „	„ 213 „
„ .. .. ..F.G. ..	„ 205 „	„ 203 „
„ ... ...Good ...	„ 197 „	„ 193 „
Bengals, ...Fine ...	„ 195 „	„ 195 „
„ ... ...F.G. ...	„ 185 „	„ 185 „
„ ... ...Good ...	„ 175 „	„ 175 „
Dharwar (S.G.), ...Good ...	„ 200 „	„ 198 „
Westerns, ... Good..	„ 192 „	„ 190 „
Gingelly seed, White (per cwt.) ..	Rs. 8-2-6 Ready	Rs. 8-2-6 Ready
„ Mixed „ ...	„ 7-7-0 Forward.	„ 7-6-0 Forward.
Linseed, Bold „ ..	„ 7-12-0 Ready	„ 7-11-6 Ready
„ Small Seed „ ..	„ 7-8-0 „	„ 7-8-0 „
Rapeseed, Gujerat Yellow „ ..	„ 6-12-0 „	„ 6-12-0 „
„ Brown Delhi „ ...	„ 6-1-6 „	„ 6-0-9 „
„ Yellow Cawnpore „ ..	„ 6-8-0 „	„ 6-6-0 „
Poppy seed „ ..	„ 7-13-6 „	„ 7-13-0 „
Groundnuts „ ..	„ 6-13-0 „	„ 6-14-0 „
Castorseed, Bold Cawnpore „ ..	.....	.....
„ Ordinary quality F.A. „ ..	Rs. 5-10-0 Ready	Rs. 5-8-6 Ready
Wheat, White Pessy „ ...	„ 4-0-6 „ 91 %	„ 3-15-6 „ 91 %
„ Jabalpur Pessy „	„ 3-15-6 „ 85 „	„ 3-13-6 „ 85 %
„ Ahmedabad (Soft Red) , ..	.....	.....
	.....	.....
„ Hard Yellow „ ..	..... 75 %	..... 75 % Ready
	..... 63 „	..... 63 % „
	Rs. 4-1-6 Ready 50 „	Rs. 4-1-6 50 % „
„ Delhi No. 1, White Pessy, ..	Rs. 4-1-3 „	„ 4-1-3 „
„ „ Red „ ..	„ 3-14-6 „	„ 3-14-0 „
„ Hard Red Khatha 75 % „ ..	.....	.....
„ Nagpore Khathi „ ...	Rs. 3-9-6 Ready	Rs. 3-10-6 Ready.
Opium, (Malwa) per chest, Old ...	„ 1,200	„ 1,150
„ „ „ New ...	„ 1,100	„ 1,125
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Suez Canal, (per ton of 40 feet).	£0-18-9	£0-18-0
„ Seeds & Wheat.. ...	£0-18-0	£0-17-0
London—M'ment cargo, P. & O. Co.	£1-10-0	£1-10-0
„ Seeds & Wheat „ ..	£0-15-0	£0-15-0
„ M'ment cargo, Via Canal..	£1-1-3	....
„ Seeds and Wheat „ ..	£1-0-0	....
Havre—M'ment cargo „ ..	....	.....
„ Seeds and Wheat „ ..	.....	.....
Antwerp—M'ment cargo „ ...	£1-1-3	£1-1-3
„ Seeds and Wheat „ ..	£1-0-0	£0-18-9
Hull „ ...	£1-0-0	£0-18-9
Dunkirk „ ...	£1-1-3	.....
Trieste & Venice—M't. cargo, „ ..	£1-0-0	£1-2-6
„ „ Seeds & Wheat, „ ..	£0-18-9	£1-1-3
Marseilles—M't. cargo, „ ...	£0-18-0	£0-17-6
„ Seeds & Wheat „ ...	£0-17-6	£0-16-6
Genoa—M'ment cargo „ ...	£0-17-6	.....
„ Seeds & Wheat „ ..	£0-15-0	.....
China Steamer	Rs. 12 to Rs. 17	Rs. 12 to Rs. 17
Australia	„ 25 to „ 35	„ 25 to „ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 27th October.	Week ending 3rd November.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 3¼d.	1s. 3¼d.
„ „ Sight	1s. 3¼d.	1s. 3¼d.
„ „ 3 m'ths' „	1s. 3 3/16d.	1s. 3 3/16d.
„ „ 4 „ „	1s. 3 7/32d.	1s. 3 7/32d.
„ „ 6 „ „	1s. 3 9/32d.	1s. 3 9/32d.
First-class Credits ... 3 „ „	1s. 3 5/16d.	1s. 3 11/32d.
„ „ ... 4 „ „	1s. 3 11/32d.	1s. 3⅜d.
„ „ ... 6 „ „	1s. 3 13/32d.	1s. 3 15/32d.
Documents ... 3 „ „	1s. 3 11/32d.	1s. 3⅜d.
„ ... ... 4 „ „	1s. 3⅜d.	1s. 3 13/32d.
„ ... ... 6 „ „	1s. 3 7/16d.	1s. 3½d.
Paris Francs Mercantile Bills... 3 „ „	1·61	1·61½
„ „ ... 6 „ „	1·62	1·62½
On Calcutta Bank Tel. Transfer...	100 3/32	100 3/32
On China Mer'tile Bills, 30 days' Sight.	Hongkong Rs. 188 per 100 $; Shanghai Rs. 255 per 100 Taels; Japan Rs. 188 per 100 $.	Hongkong Rs. 181 per 100 $; Shanghai Rs. 251 per 100 Taels; Japan Rs. 181 per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 25-6-0	Rs. 25-5-0
Sovereigns	„ 16-0-0	„ 16-0-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	6 per cent.	7 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „	4 „
Rate of Interest in the open Market on Govt. Securities ...	4 „	4 „
Money Market	Quiet and easy.	Steady.
GOVERNMENT SECURITIES.		
Three per cents.	Rs. 105-1-0	Rs. 105-1-0
Three-and-a-half per cents. ...	„ 97-4-0 Nominal.	„ 97-8-0 Nominal.
IMPORTS.		
Piece Goods— Market	Steady.	Steady.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece)	Rs. 3-6-0	Rs. 3-4-0
7½ to 8¼ lbs. „ „ „	„ 4-2-0	„ 4-2-0
2½ to 3 lbs. 28-30 in. Madapollams „	„ 1-13-3	„ 1-13-6
No. 40s. Mule Twist, (per lb.) ...	As. 8⅝ to 9	As. 8¼ to 9
No. 30s. Water, „ „ ...	„ 8½ to 9	„ 8¼ to 9
Copper Braziers, (in bundles) (per cwt.)	Rs. 40-6-0	Rs. 40-2-0
Yellow Metal, (in cases) (per cwt.)	„ 35-0-0	„ 34-12-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 30-0-0	Rs. 30-0-0
Staffordshire Bar Iron, „ „ ...	„ 38-0-0	„ 40-0-0
Swedish Bar Iron, „ „ ...	„ 48-0-0	„ 48-0-0
Davison's West Hartley Coal, (per ton) alongside	Rs. 18¼ rey.; Rs. 18 fwd.	Nil Ready; Rs. 17¼ fwd.
Welsh Hartley Coal, (per ton) „	.....	.....
Cardiff Coal, (per ton) „	Rs. 19 rdy.; Rs. 19¼ fwd.	Rs. 18¾ rdy.; Rs. 18¼ fwd.

mittee of the Chamber of Commerce during the Year 1893—*contd.*

Quotations.	Week ending 27th October.	Week ending 3rd November.
EXPORTS.		
Cotton— Market [per candy	Quiet and easier.	Firm.
Broach, ... Fine...	Rs. 229-30 Mar. 25 1894.	Rs. 229 to 230 Mar. 25th 1894.
Do. ... ... Good..	Rs. 226 „	„ 225 to 226 „ „ „
Barsee, ... F.G...	Nominal.	.....
Do. ... ... Good..	Rs. 200 Ready.	.....
Oomrawuttee, Good Staple, Fine	.....	.....
„ „ F.G....	Rs. 205 Jan.-Feb. 1894	Rs. 200 to 202 Jan.-Feb. 1894
„ „ Good..	„ 190 Ready	„ 194 to 196 „ „ „
Khandeish, ... Fine...	.....	.....
„ ... ... F.G....	Rs. 188 Jan.-Feb. 1894	Rs. 186 Nov.-Dec.-Jan.
„ ... ... Good..	„ 178 Ready	„ 180 „ „ „
Belatee, ... Fine...	Rs. 200 Jan.-Feb. 1894.	„ 197 Dec.-January.
„ ... ... F.G....	Rs. 190 „	„ 187 „
„ ... ... Good..	.....	„ 182 „
Dhollera, ... Fine...	Rs. 215 April-May 1894	„ 214 to 215 Mar.-Apl. 1894
„ ... ... F.G....	„ 195 to 197 Ready	„ 204 to 205 „ „
„ ... ... Good..	„ 190 to 192 „	„ 194 to 195 „ „
Bengals, ... Fine...	Rs. 195 Jan. 1894.	„ 196 Dec.-Jan.
„ ... ... F.G....	Rs. 180 „	„ 180 „
„ ... ... Good..	Rs. 172 „	„ 170 „
Dharwar (S.G.), ... Good..	Rs. 195 Ready	.....
Westerns ... ... Good..	„ 182 „	Rs. 195 May 1894
Gingellyseed, White, (per cwt.) ...	„ 8 8-0 „	„ 3-02 Ready.
„ Mixed „ ...	„ 7-6-0 Forward	„ 7-7-0 Forward.
Linseed, Bold „ ..	„ 7-11-6 Ready	„ 7-11-0 Ready
„ Small Seed „ ..	„ 7-8-6 „	„ 7-8-0 „
Rapeseed, Gujerat Yellow „ ..	„ 6-11-0 „	„ 6-9-0 „
„ Brown Delhi „ ...	„ 6-0-0 „	„ 5-14-6 „
„ Yellow Cawnpore „ ..	„ 6-6-0 „	„ 6-2-0 „
Poppyseed „ ..	„ 7-11-6 „	„ 7-11-6 „
Groundnuts „ ..	„ 6-14-0 „	„ 6-2-0 „
Castorseed, Bold Cawnpore „ ..	....	....
„ Ordinary Quality F.A. „ ..	.....	Rs 5-8-6 Ready.
Wheat, White Pessy „ ..	Rs. 3-15-0 91 % Ready	„ 3-15-0 91 % Ready
„ Jabalpur Pessy „ ..	„ 3-12-6 85 % „	„ 3-12-6 85 % „
„ Ahmedabad (Soft Red) „ ...	.....	.....
„ Hard Yellow „ ..	.....	.....
	..... 75 % Ready	..... 75 % Ready
	..... 63 % „	.... 63 % „
	Rs. 4-1-6, 50 % „	Rs. 4-0-0 50 % „
„ Delhi No. 1, White Pessy, „ ..	Rs. 3-15-6 Ready	„ 4-0-6 Ready
„ „ Red „ ..	„ 3-13-0 „	„ 3-12-6 „
„ Hard Red Khatha 75 % „ ..	....	.....
„ Nagpore Khathi „ ..	Rs. 3-10-0 Ready	Rs. 3-8-9 Ready
Opium, (Malwa) per chest, Old ..	„ 1,150	„ 1,125
„ „ New ..	„ 1,100	„ 1,090
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Suez Canal, (per ton of 40 feet).	£0-17-6	£0-17-6
„ Seeds & Wheat ..	£0-17-0	£0-16-0
London—M'ment cargo, P. & O. Co.	£1-10-0	£1-10-0
„ Seeds & Wheat „ ..	£0-15-0	£0-14-0
„ M'ment cargo, Via Canal ..	....	....
„ Seeds and Wheat „ ..	....	....
Havre—M'ment cargo „ ...	....	.....
„ Seeds and Wheat „ ..	....	.....
Antwerp—M'ment cargo „ ..	£1-0-0	£0-17-6
„ Seeds and Wheat „ ..	£0-18-6	£0-17-0
Hull „ ..	£0-18-6	....
Dunkirk „ ..	.....	....
Trieste & Venice—M't. cargo „ ...	£1-2-6	£1-2-6
„ „ Seed & Wheat „ ..	£1-1-3	£1-0-0
Marseilles—M'ment. cargo. „ ..	£0-17-0	£0-16-0
„ Seeds & Wheat „ ..	£0-15-0	£0-14-0
Genoa—M'ment cargo „ ..	.....	....
„ Seeds & Wheat „ ...	.....	....
China Steamer	Rs. 13 to Rs. 17	Rs. 12 to Rs. 17
Australia .. „ „ „	Rs. 25 to „ 35	„ 25 to „ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com.

Quotations.	Week ending 10th November.	Week ending 17th November.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 3½d.	1s. 3 7/32d.
„ „ Sight.	1s. 3 5/32d.	1s. 3 7/32d.
„ „ 3m'ths' „	1s. 3 7/32d.	1s. 3 9/32d.
„ „ 4 „ „	1s. 3¼d.	1s. 3 5/16d.
„ „ 6 „ „	1s. 3 5/16d.	1s. 3⅜d.
First-class Credits... 3 „ „	1s. 3 11/32d.	1s. 3 13/32d.
„ „ 4 „ „	1s. 3⅜d.	1s. 3 7/16d.
„ „ 6 „ „	1s. 3 7/16d.	1s. 3½d.
Documents „ 3 „ „	1s. 3⅜d.	1s. 3 7/16d.
„ „ 4 „ „	1s. 3 13/32d.	1s. 3 15/32d.
„ „ 6 „ „	1s. 3 15/32d.	1s. 3 17/32d.
Paris Francs Mercantile Bills... 3 „ „	1·61¼	1·6 ⅜
„ „ 6 „ „	1·62¼	1·62½
On Calcutta Bank Tel. Transfer...	100 1/16	100 1/16
On China Mer'tile Bills, 30 days' Sight.	Hongkong Rs. 184 per 100$; Shanghai Rs. 255 per 100 Taels; Japan Rs. 184 per 100 $.	Hongkong, Rs. 180 per 100 $; Shanghai, Rs. 248 per 100 Taels; Japan, Rs. 180 per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 25-3-0	Rs. 25-3-0
Sovereigns	„ 16-0-0	„ 15-15-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	7 per cent.	7 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „	4 „
Rate of Interest in the Open Market on Govt. Securities ...	4 „	4 „
Money Market	Quiet but steady.	Quiet but steady.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 105-0-0	Rs. 104-6-0
Three-and-a-half per cents. ...	„ 97-8-0 Nominal.	„ 97-8-0 Nominal.
IMPORTS.		
Piece Goods— Market	Steady.	Steady.
6½ to 7lbs. 34-38in. Grey Shrgts. (per piece)	Rs. 3-4-0 Ready	Rs. 3-4-0
7½ to 8¼ lbs. „ „ „	„ 4-2-0 „	„ 4-2-0
2½ to 3lbs. 28-30in. Madapollams „	„ 1-13-3 „	„ 1-13-6
No. 40s. Mule Twist, (per lb.) ...	As. 8¼ to 9	As. 8¼ to 9
No. 30s. Water, „ „ ...	„ 8½ to 9	„ 8½ to 9
Copper Braziers, (in bundles) per cwt.	Rs. 40-0-0	Rs. 40-0-0
Yelow Metal, (in cases) per cwt..	„ 34-2-0	„ 34-12-0
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 30-0-0	„ 30-0-0 to 31-0-0
Staffordshire Bar Iron, „ „ ...	„ 40-0-0	„ 32-0-0 to 33-0-0
Swedish Bar Iron, „ „ ...	„ 48-0-0	„ 45-0-0 to 46-0-0
Davison's West Hartley Coal, (per ton) alongside.	Rs. 17 forward.	Rs. 17½ Ready; „ 17¼ forward.
Welsh Hartley Coal, (per ton) „	.....	.....
Cardiff Coal, (per ton) „	Rs. 18¾ rdy.; Rs. 18¼ forwd.	Rs. 19 rdy.; Rs. 18¾ forwd.
EXPORTS.		
Cotton— Market [per candy.	Quiet, with a Moderate [business	Quiet; prices easier.
Broach ... ... Fine...	Rs.225 to 226 Mar.25th 1894.	Rs.220 to 221 Mar.25th 1894.
„ ... ... Good..	„ 220 to 221 „	„ 217 „
Barsee ... ... F.G....	„ 208 Feb.-Mar. 25th 1894.	„ 205 Mar. 25th 1894
„ ... ... Good..	.....	.....

mittee of the Chamber of Commerce during the Year 1893—*contd.*

Quotations.	Week ending 10th November.	Week ending 17th November.
EXPORTS—*contd.*		
Cotton— [per candy		
Oomrawuttee, Good staple, Fine.	.....	Nominal.
" " F.G....	Rs. 200 Jan.-Feb. 25th 1894.	Rs. 193 Jan.-Feb. 1894.
" " Good..	" 194 " " "	" 187 " "
Khandeish, ... Fine..	Nominal.	Nominal.
" ... ... F.G....	Rs. 183 January 25th 1894.	Rs. 180 Jan.-Feb. 1894.
" ... ... Good..	" 177 " " "	" 175 Nominal.
Belatee, ... Fine...	" 193 Dec.-Jan. 25th 1894.	" 190 Jan.-Feb. 1894.
" ... ... F.G....	" 184 " " "	" 180 " "
" ... ... Good..	.....	.....
Dhollera, ... Fine...	Rs. 208 to 209 Apl.-May 1894.	Rs. 207 Apl.-May 1894.
" ... ... F.G....	" 200 to 201 " "	" 197 " "
" ... ... Good..	" 192 " "	" 190 " "
Bengals, ... Fine...	" 197 Nov. Rs. 192 Dec.	" 188 Dec.; Rs. 189 Jan.
" ... ... F.G....	" 176 December.	" 168 " " 172 "
" ... ... Good..	" 167 "	" 162 " " 164 "
Dharwar (S.G.), ... Good...	Nominal.	Nominal.
Westerns, .. Good..	"	"
Gingellyseed, White (per cwt.)	Rs. 8-0-0 Ready	Rs. 8-1-0 Ready
" Mixed " ...	" 7-6-6 Forward	" 7-6-0 Forward
Linseed, Bold " ..	" 7-10 0 Ready	" 7-10-6 Ready
" Small Seed " ...	" 7-8-6 "	" 7-8-0 "
Rapeseed, Gujerat Yellow " ...	" 6-10-0 "	" 6-9-0 "
" Brown Delhi " ..	" 6-0-0 "	" 6-1-0 "
" Yellow Cawnpore " ...	" 6-4-0 "	" 6-5-0 "
Poppyseed " ..	" 7-10-6 "	" 7-11-0 "
Groundnuts " ..	" 6-3-0 "	" 6-5-0 "
Castorseed, Bold Cawnpore " ...	.....	.....
" Ordinary quality F.A.. ...	Rs. 5-8-6 Ready	Rs. 5-7-6 Ready
Wheat, White Pessy " :	{ Rs. 3-13-0 91 % "	{ Rs. 3-13-0 to 3-14-0 91 % rdy
	{ " 3-11-6 85 % "	{ " 3-11-6 to 3-12-0 85 % "
" Jabalpur Pessy " ..	.....	....
" Ahmedabad (Soft Red). " ..	....	.....
" Hard Yellow " ..	{ ..... 75 % Ready,	{ ..... 75 % Ready,
	{ ..... 63 % "	{ ..... 63 % "
	{ ..... 50 % "	{ ..... 50 % "
" Delhi No. 1, White Pessy " ...	Rs. 4-0-0 Ready	Rs. 3-14-0 Ready
" " Red " ..	" 3-14 0 "	" 3-11-6 "
" Hard Red Khatha 75% " ..	.....	....
" Nagpore Khathi " ..	Rs. 3-9-6 Ready	....
Opium, (Malwa) per chest, Old ..	" 1,115	Rs. 1,125
" " " New ..	" 1,090	" 1,100
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Suez Canal, (per ton of 40 feet).	£0-16-0	£0-16-6
" Seeds & Wheat.. ..	£0-16-0	£0-16-0
London—M'ment cargo, P. & O. Co.	£1-10-0	£1-10-0
" Seeds & Wheat " ..	£0-14-0	£0-14-0
" M'ment cargo, Via Canal..	£0-18-9	£0-18-9
" Seeds and Wheat " ...	£0-16-3	£0-16-3
Havre—M'ment cargo " ..	....	....
" Seeds and Wheat " ..	.....	.....
Antwerp—M'ment cargo " ..	£0-16-6	£0-16-0
" Seeds and Wheat " ..	£0-16-0	£0-16-2
Hull " ..	£0-19-0	£0-18-6
Dunkirk " ..	£0-16-3	£0-16-0
Trieste & Venice- M't. cargo, ..	£1-2-6	£1-3-9
" " Seed & Wheat " ..	£1-0-0	£1-1-3
Marseilles—M't. cargo " ..	£0-16-0	£0-16-0
" Seeds & Wheat " ..	£0-14-3	£0-14-0
Genoa—M'ment cargo, " ...	£0-17-6	£0-18-9
" Seeds & Wheat " ...	£0-17-0	£0-17-0
China Steamer	Rs. 12 to Rs. 17	Rs. 12 to Rs. 17
Australia	" 25 to " 35.	" 25 to " 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 24th November.	Week ending 1st December.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 3 7/32d.	1s. 3 5/32d.
„ „ Sight	1s. 3 7/32d.	1s. 3 5/32d.
„ „ 3m'ths' „	1s. 3 5/16d.	1s. 3 7/32d.
„ „ 4 „ „	1s. 3 11/32d.	1s. 3 ¼d.
„ „ 6 „ „	1s. 3 13/32d.	1s. 3 5/16d.
First-class Credits... 3 „ „	1s. 3 13/32d.	1s. 3 11/32d.
„ „ ... 4 „ „	1s. 3 7/16d.	1s. 3 ⅜d.
„ „ ... 6 „ „	1s. 3 ½d.	1s. 3 7/16d.
Documents ... 3 „ „	1s. 3 7/16d.	1s. 3 ⅜d.
„ ... ... 4 „ „	1s. 3 15/32d.	1s. 3 13/32d.
„ ... ... 6 „ „	1s. 3 17/32d.	1s. 3 15/32d.
Paris Francs Mercantile Bills... 3 „ „	1·61¼	1·61¼
„ „ 6 „ „	1·62½	1·62½
On Calcutta Bank Tel. Transfer.	100 3/32	100 $\frac{1}{16}$
On China Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 182 per 100 $; Shanghai, Rs. 243 per 100 Taels; Japan, Rs. 182 per 100 $	Hongkong, Rs. 181 per 100 $; Shanghai, Rs. 247 per 100 Taels; Japan Rs. 181 per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 25-3-0	Rs. 25-4-0
Sovereigns	„ 15-14-0	„ 15-15-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	7 per cent.	7 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „	4 „
Rate of interest in the open Market on Govt. Securities ...	4 „	4 „
Money Market	Easy	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 105-1-0	Rs. 105-0-0
Three-and-a-half per cents ...	„ 97-12-0 Noml.	Rs. 97-12-0 Nominal.
IMPORTS.		
Piece Goods— Market	Steady.	Quiet.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece.)	Rs. 3-6-0	Rs. 3-6-0
7½ to 8½lbs. „ „ „	„ 4-3-0	„ 4-3-0
2½ to 3lbs. 28-30in. Madapollams „	„ 1-13-6	„ 1-13-6
No. 40s. Mule Twist, (per lb.) ...	As. 9-0	As. 8½ to 9
No. 30s. Water „ „ ...	„ 8¾	„ 8½ to 9
Copper Braziers, (in bundles) per cwt....	Rs. 40-0-0	Rs. 39-12-0
Yellow Metal, (in cases) „ ...	„ 34-14-0	„ 34-12-0
Welsh Bar Iron, (per cdy. of 746½lbs.)	„ 30-0-0	„ 30-0-0
Staffordshire Bar Iron, „ „ ...	„ 40-0-0	„ 40-0-0
Swedish Bar Iron, „ „ ...	„ 48-0-0	„ 48-0-0
Davison's West Hartley Coal, (per ton) alongside.	{ Ready Nil; Rs. 17½ Fwd.	{ Rs. 18½ Rdy.; Rs. 17½ fwd
Welsh Hartley Coal, (per ton) „	.....	Nominal.
Cardiff Coal, (per ton) „	Rs. 20 rdy; Rs. 19 fwd.	Rs. 20 Rdy; Rs. 19½ Fwd.
EXPORTS.		
Cotton— Market (per candy.	Firm	Quiet, but Steady.
Broach, ... Fine...	Rs. 226 Mar. 25th 1894	Rs. 225 Mar. 25th 1894
„ ... ... Good...	„ 223 „ „	„ 221 „ „
Barsee ... ... F.G....	„ 210 „ „	„ 206 Jan. 25th 1894
„ ... ... Good...	„ 204 „ „	„ 200 „ „

mittee of the Chamber of Commerce during the Year 1893—*contd.*

Quotations.	Week ending 24th November.	Week ending 1st December.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, Good Staple, Fine	Nominal	Nominal
" " F.G....	Rs. 197 Jan.-Feb. 1894	Rs. 193 Jan. 25th 1894
" " Good...	" 191 " "	" 187 " "
Khandeish, ... Fine...	Nominal	Nominal
" ... ... F.G....	Rs. 185 to 187 Ready	Rs. 181 Jan. 25th 1894
" ... ... Good...	" 180 Dec.-Jan.	" 176 " "
Belatee, ... Fine...	" 195 "	" 190 " "
" ... ... F.G....	" 185 "	" 181 " "
" ... ... Good..	" 180 "	" 176 " "
Dhollera, ... Fine...	" 210 April-May 1894.	" 206 Apl.-May 1894
" ... ... F.G....	" 200 " "	" 196 " "
" ... ... Good...	" 194 " "	" 190 " "
Bengals, ... Fine...	" 195 Ready	" 189 Jan. 25th 1894
" ... ... F.G....	" 170 "	" 167 " "
" ... ... Good...	" 160 "	" 158 " "
Dharwar, (S.G.) ... Good...	Nominal	Nominal
Westerns, ... Good...	"	"
Gingelly seed, White (per cwt.)	Rs. 7-15-0 Nov.-December	Rs. 8-0-0 Ready
" Mixed " ..	" 7-6-0 "	" 7-5-6 "
Linseed, Bold " ..	" 7-10-6 Ready	" 7-11-0 "
" Small Seed " ..	" 7-9-6 "	" 7-9-6 "
Rapeseed, Gujerat Yellow " ..	" 6 11-0 "	" 6-12-6 "
" Brown Delhi " ..	" 6-2-6 "	" 6-2-0 "
" Yellow Cawnpore " ..	" 6-8-0 "	....
Poppyseed " ..	" 7-10-6 "	Rs. 7-10-0 Ready
Groundnuts " ..	" 6-6-0 "	" 6-7-0 "
Castorseed, Bold Cawnpore " ..	" 4-10-6 "	....
" Ordinary Quality F.A. ..	" 5-7-6 "	Rs. 5-7-6 Ready
Wheat, White Pessy " ..	4-3-0 April-May 1894 91 %	Rs. 3-12-6 91 % Read
	4-2-0 " 85 "	" 3-11-0 85 " "
" Jabalpur Pessy " ..	....	....
" Ahmedabad (Soft Red) " ..	Rs. 3-15-0 March-April 1894	....
" Hard Yellow " ..	.... 75 %	.... 75 %
	.... 63 "	.... 63 "
	.... 50 "	.... 50 "
" Delhi No. 1, White Pessy, ..	Rs. 4-3-0 April-May 1894	Rs. 3-14-0 Ready
" " Red " ..	....	....
" Hard Red Khatha 75% " ..	....	....
" Nagpore Khathi " ..	Rs. 3-13-0 March-April 1894	Rs. 3-7-0 Ready
Opium, (*Malwa*) per chest, Old ..	" 1,125	" 1,150
" " " New ..	" 1,100	" 1,120
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Suez Canal, (per ton of 40 feet).	£0-16 0	£0-16-6
" Seeds & Wheat.. ..	£0-15-0	£0-15-6
London—M'ment cargo, P. & O. Co.	£1-10-0	£1-7-6
" Seeds & Wheat " ..	£0-14-0	£0-13-0
" M'ment cargo, Via Canal..	£0-18-9	£0-18 9
" Seeds and Wheat " ..	£0-17-6	£0-16-3
Havre—M'ment cargo " ..	....	....
" Seeds and Wheat " ..	....	....
Antwerp—M'ment cargo " ..	£0-17-6	£0-16-0
" Seeds and Wheat " ...	£0-16-6	£0-15-0
Hull " ..	£0-17-6	....
Dunkirk " ..	£0-16-0	£0-14-6
Trieste & Venice—M't. cargo,, ...	£1-3-9	£1-0-0
" " Seeds & Wheat,, ...	£1-2-6	£0-16-3
Marseilles—M'ment cargo, " ..	£0-16-0	£0-16-0
" Seeds & Wheat,, ..	£0-15-0	£0-15-0
Genoa—M'ment cargo, " ...	£0-17-6	£0-17-6
" Seeds & Wheat " ...	£0-16-0	£0-16-3
China Steamer	Rs. 12 to Rs. 17	Rs. 6 to Rs. 8
Australia .. .. "	" 40	" 25 to " 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 8th December.	Week ending 15th December.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 3⅛d.	1s. 3 1/32d.
„ „ Sight	1s. 3 5/32d.	1s. 3 1/16d.
„ „ 3m'ths' „	1s. 3 7/32d.	1s. 3 5/32d.
„ „ 4 „ „	1s. 3¼d.	1s. 3 3/16d.
„ „ 6 „ „	1s. 3 5/16d.	1s. 3⅜d.
First-class Credits ... 3 „ „	1s. 3 11/32d.	1s. 3⅜d.
„ „ ... 4 „ „	1s. 3⅜d.	1s. 3 9/32d.
„ „ ... 6 „ „	1s. 3 7/16d.	1s. 3 11/32d.
Documents ... 3 „ „	1s. 3⅜d.	1s. 3 9/32d.
„ ... ... 4 „ „	1s. 3 13/32d.	1s. 3 5/16d.
„ ... ... 6 „ „	1s. 3 15/32d.	1s. 3⅜d.
Paris Francs Mer'tile Bills, 3 „ „	1·61¼	1·60¾
„ „ 6 „ „	1·62½	1·61¼
On Calcutta Bank Tel. Transfer...	100 1/16	100 1/16
On China Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 182 per 100 $; Shanghai, Rs. 247 per 100 Taels; Japan, Rs. 182 per 100 $.	Hongkong, Rs. 181 per 100 $; Shanghai, Rs. 246 per 109 Taels; Japan, Rs. 181 per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 25-5-0	Rs. 25-7-0
Sovereigns	„ 16-0-0	„ 16-0-0
RATES OF DISCOUNT.		
Bank Rate on Disct. on Private Bills	7 per cent.	7 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „	4 „
Rate of Interest in the open Market on Govt. Securities ...	4 „	4 „
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 105-5-0	Rs. 105-6-0
Three-and-a-half per cents. ...	„ 98-0-0 Noml.	Nominal.
IMPORTS.		
Piece Goods— Market	Quiet.	Moderate enquiry.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece).	Rs. 3-6-0	Rs. 3-6-0
7¼ to 8¼ lbs. „ „ „ ...	„ 4-2-0	„ 4-2-0
2½ to 3lbs. 28-30in. Madapollams „	„ 1-13-3	„ 1-13-3
No. 40s. Mule Twist, (per lb.) ...	As. 8½ to 9	As. 8½ to 9
No. 30s. Water „ „ ...	„ 8⅝ to 9	„ 8⅝ to 9
Copper Braziers, (in bundles) per cwt.	Rs. 40-10-0	Rs. 41-8-0
Yellow Metal, (in cases) per cwt.	„ 35-10-0	„ 37-4-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 30-0-0 to Rs. 31-0-0	„ 30-0-0 to 31-0-0
Staffordshire Bar Iron, „ „ ...	„ 33-0-0	„ 33-0-0
Swedish Bar Iron, „ „ ...	„ 46-0-0 to 49-0-0	„ 45-0-0 to 49-0-0
Davison's West Hartley Coal, (per ton) alongside.	Rs. 19 Ready; „ 18¼ Forward	Rs. 19¼ Ready; „ 17¼ Forward.
Welsh Hartley Coal, (per ton) „	.....	.....
Cardiff Coal, (per ton) „	Rs. 22¼ ready.; Rs. 20¼ forward.	Rs. 22½ ready.; Rs. 20¼ forward.
EXPORTS.		
Cotton— Market [per candy.	Quiet.	Quiet but steady.
Broach, ... Fine...	Rs. 219 to 220 Mar. 1894.	Rs. 216 Mar. 25th 1894.
„ ... ... Good..	„ 216 „	„ 213 „
Barsee, ... F.G....	„ 202 „	„ 200 Jan.-Feb. Nml.
„ ... ... Good..	„ 194 „	„ 194 „

mittee of the Chamber of Commerce during the Year 1893—*contd.*

Quotations.	Week ending 8th December.	Week ending 15th December.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, Good Staple, Fine	.....	Nominal
" " F.G....	Rs. 192 Ready	Rs. 190 January 1894
" " Good...	" 185 "	" 185 " "
Khandeish, ... Fine...	.....	Nominal
" ... ... F.G....	Rs. 180 Ready	Rs. 177 Dec.-January
" ... ... Good..	" 173 "	" 172 " "
Belatee, ... Fine...	" 188 January 1894	" 186 " "
" ... ... F.G....	" 178 " "	" 176 " "
" ... ... Good..	.....	" 170 " "
Dhollera, ... Fine...	Rs. 203 Apl.-May 1894	" 201 Apl.-May 1894
" ... ... F.G....	" 193 " "	" 192 " "
" ... ... Good..	" 188 " "	" 187 " "
Bengals, ... Fine...	" 188 Ready	" 190 Ready
" ... ... F.G....	" 164 to 165 "	" 164 "
" ... ... Good..	" 156 "	" 156 "
Dharwar (S.G.), ... Good..	" 193 to 194 "	" 191 May 1894
Westerns ... ... Good..	" 188 "	" 183 "
Gingelly seed, White (per cwt.)	" 8-0-6 Ready	" 7-15-0 Ready
" Mixed " ...	" 7-6-0 "	" 7-11-0 "
Linseed, Bold " ..	" 7-11-6 "	" 7-8-0 "
" Small Seed " ..	" 7-9-0 "	" 7-6-0 "
Rapeseed, Gujerat Yelow " ..	" 6-12-6 "	" 6-12-6 "
" Brown Delhi " ..	" 6-2-6 "	" 6-2-6 "
" Yelow Cawnpore " ...	" 6-11-0 "	" 6-10-0 "
Poppy seed " ..	" 7-12-0 "	" 7-12-0 "
Groundnuts " ..	" 6-6-0 "	" 6-7-6 "
Castor seed, Bold Cawnpore " ...	....	.....
" Ordinary Quality FA " ...	Rs. 5 8-6 Ready	Rs. 5-7-6 Ready
Wheat, White Pessy " ...	Rs. 3-1 -0 91 % Ready, " 3-11-6 85 " "	Rs. 3-14-0 91 % " " 3-12-0 85 % "
" Jabalpur Pessy " ..	Rs. 3-7-0 "	....
" Ahmedabad (Soft Red) "	.....	.....
" Hard Yellow " ..	..... 75 % ..... 63 % R. 4-5-6 50 % Ready	Rs. 4-6-6 75 % Ready " 4-4-6 63 % " " 4-3-0 50 % "
" Delhi No 1, White Pessy " ..	R. 3-14-0 Ready.	Rs. 4-4-6 Forward.
" Red " " ..	" 3-10-6 "	.....
" Hard Red Khatha 75 % " ..	.....	....
" Nagpore Khatbi " ..	Rs. 3-6-0 Ready	Rs. 3-7-0 Ready
Opium, (Malwa) per chest, Old ..	" 1,150	" 1,175
" " " New ..	" 1,125	" 1,150
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Suez Canal, (per ton of 40 feet.)	£0-16-0	£0-16-6
" Seeds & Wheat.. ..	£0-15-0	£0-16-6
London—M'ment cargo, P. & O. Co.	£1-7-6	£1-7-6
" Seeds & Wheat " ..	£0-13-0	£0-13-0
" M'ment cargo, Via Canal..	£0-18-9	....
" Seeds and Wheat " ..	£0-16-6	....
Havre—M'ment cargo " ...	£0-17-6	£0-17-6
" Seeds and Wheat " ...	£0-16-0	£0-17-0
Antwerp—M'ment cargo " ..	£0-16-0	....
" Seeds and Wheat " ..	£0-15-0	....
Hull " ...	£0-16-0	....
Dunkirk " ...	£0-15-0	.....
Trieste & Venice—M't. cargo, " ..	£0-17-0	£0-17-0
" " Seeds & Wheat " ...	£0-16 9	£0-17-0
Marseilles—M't. cargo, " ..	£0-16-0	£0-16-6
" Seeds & wheat ..	£0-15-0	£0-16-0
Genoa—M'ment cargo " ...	£0-16-0	£0-15-6
" Seeds & Wheat " ...	£0-15-0	£0-15-0
China Steamer	Rs. 6 to Rs. 8 ...	Rs. 6 to Rs 6
Australia .. " .. " ..	" 25 to " 35	" 25 to " 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 22nd December.	Week ending 29th December.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 3 1/16d.	Nominal.
" " Sight	1s. 3 3/32d.	1s. 3d.
" " 3m'ths' "	1s. 3 5/32d.	1s. 3 1/16d.
" " 4 " "	1s. 3 3/16d.	1s. 3 3/32d.
" " 6 " "	1s. 3¼d.	1s. 3 5/32d.
First-class Credits... 3 " "	1s. 3¼d.	1s. 3 3/16d.
" " ... 4 " "	1s. 3 9/32d.	.....
" " ... 6 " "	1s. 3 11/32d.	1s. 3 5/16d.
Documents ... 3 " "	1s. 3 9/32d.	1s. 3 7/32d.
" ... ... 4 " "	1s. 3 5/16d.	1s. 3¼d.
" ... ... 6 " "	1s. 3⅜d.	1s. 3 5/16d.
Paris Francs Mercantile Bills... 3 " "	1·60¼	1·59¾
" " 6 " "	1·61¼	1·60¾
On Calcutta Bank Tel. Transfer...	100 1/16	100 1/16
On China Mer'tile Bills 30 days' Sight.	Hongkong Rs. 179 per 100$; Shanghai Rs. 245 per 100 Taels; Japan Rs. 179 per 100$.	Hongkong, Nominal; Shanghai. Noml.; Japan, Rs. 177 per 100$.
Eng. Bar Gold, 100 touch (per tola)	Rs. 25-6-0	Rs. 25-6-0
Sovereigns	" 16-0-0	" 16-0-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	6 to 7 per cent.	7 per cent.
" of Interest on Demand Loans on Govt. Securities	4 "	4 "
Rate of Interest in the Open Market on Govt. Securities ...	4 "	4 "
Money Market	Steady.	Money in moderate demand.
GOVERNMENT SECURITIES.		
Four-per cents.	Rs. 105-4-0	Rs. 105-3-0
Three-and-a-half per cents. ...	" 98-0-0 Nominal	" 98-0-0 Nominal
IMPORTS.		
Piece Goods— Market	Moderate enquiry.	Quiet.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece)	Rs. 3-6-0	Rs. 3-6-0
7½ to 8¼ lbs. " " "	" 4-3-0	" 4-2-0
2½ to 3 lbs. 28-30 in. Madapollams "	" 1-13-3	" 1-13-3
No. 40s. Mule Twist, (per lb.) ...	As. 8½ to 9	As. 8¼
No. 30s. Water " " ...	" 8⅝ to 9	" 8½
Copper Braziers, (in bundles) (per cwt.)	As. 41-8-0	Rs. 41-8-0
Yellow Metal, (in cases) (per cwt.)	" 37-4-0	" 37-2-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 31-0-0 to 31-8-0	Rs. 30-0-0
Staffordshire Bar Iron, " " ...	" 33-0-0	" 40-0-0
Swedish Bar Iron, " " ...	" 45-0-0 to 49-0-0	" 48-0-0
Davison's West Hartley Coal, (per ton) alongside.	Rs. 19½ rdy.; Rs. 17¾ fwd.	Rs. 19¼ Ready. " 18 Forward.
Welsh Hartley Coal, (per ton) "	.....	.....
Cardiff Coal, (per ton) "	Rs. 22½ rdy.; Rs. 21 fw	Rs. 22½ rdy.; 20½ fwd.
EXPORTS.		
Cotton— Market [per candy.	Quiet, but steady.	Quiet, but steady.
Broach, ... Fine..	Rs. 214 March 25th 1894.	Rs. 211 to 212 Mar. 25th 1894,
Do. ... ... Good.	" 211 " " "	" 208 to 209 " "
Barsee, ... F.G...	Nominal.	" 193 Jan.-Feb. 1894,
Do. ... ... Good..	"	" 187 " "

mittee of the Chamber of Commerce during the Year 1893—*contd.*

Quotations.	Week ending 22nd December.	Week ending 29th December.
EXPORTS—*contd.*		
Cotton— [per candy.		
Oomrawuttee, Good Staple, Fine	Nominal	Nominal
" " F.G....	Rs. 192 Jan. 25th 1894.	Rs. 187 Jan.-Feb. 1894
" " Good...	" 186 " "	" 181 " "
Khandeish, ... Fine...	Nominal.	Nominal
" ... ... F.G....	Rs. 178 Jan. 25th 1894.	Rs. 172 to 173 Jan.-Feb. 1894
" ... ... Good...	" 172 " "	" 166 to 167 " "
Belatee, ... Fine...	" 185 " "	" 182 " "
" ... ... F.G....	" 175 " "	" 173 " "
" ... ... Good...	" 170 " "	" 167 " "
Dhollera, ... Fine...	" 200 to 202 Apl.-May 1894	" 198 Apl.-May 1894
" ... ... F.G....	" 191 to 192 " "	" 189 " "
" ... ... Good...	" 185 to 186 " "	" 183 " "
Bengals, ... Fine...	" 180 to 182 Jan. 25th 1894	" 178 Jan.-Feb. 1894
" ... ... F.G....	" 160 to 162 " "	" 155 " "
" ... ... Good...	" 152 to 154 " "	" 147 " "
Dharwar (S.G.), ... Good...	" 191 Apl.-May 1894	" 187 Apl.-May 1894
Westerns, ... Good..	" 181 " "	" 177 " "
Gingelly seed, White)per cwt.)	" 8-0-0 Ready	" 8-0-0 Ready
" Mixed " ..	" 7-8-0 "	" 7-13-0 "
Linseed, Bold " ..	" 7-6-0 "	" 7-5-6 "
" Small Seed " ..	" 7-2-6 "	" 7-2-6 "
Rapeseed, Gujerat Yellow " ...	" 6-10 0 "	" 6-10-0 "
" Brown Delhi " ..	" 6-1-0 "	" 6-0-0 "
" Yellow Cawnpore " ..	" 6-7-0 "	" 6-7-0 "
Poppy seed " ..	" 7 11-0 "	" 7-12-0 "
Groundnuts " ..	" 6-9-6 "	" 6-5-0 "
Castor seed, Bold Cawnpore " ..	.....	.....
" Ordinary, Quality F.A. ..	Rs. 5-7-0 Ready	Rs. 5-6-0 Ready
Wheat White Pessy " ..	Rs. 3-12-6, 91 % Ready	" 3-12-6 91 % "
" Jabalpur Pessy " ..	" 3-10-6, 85 " "	" 3-10-0 85 " "
" Ahmedabad (Soft Red) " ..	.....	.....
	.....	.....
" Hard Yellow " ..	..... 75 % Ready	..... 75 %
	Rs. 4-4-0 63 " "	Rs. 4-4-6 63 " Ready
	" 4-2-0 50 " "	" 4-2-6 50 " "
" Delhi No. 1, White Pessy, ..	Rs. 4-3-0 Forward	Rs. 4-2-3 Forward
" " Red " ..	" 3-8-6 Ready	.....
" Hard Red Khatha 75 % ...	.....	.....
" Nagpore Khathi " ..	Rs. 3-7-0 Ready	Rs. 3-5-0 Ready
Opium, (Malwa) per chest, Old ..	" 1,175	" 1,165
" " " New ...	" 1,150	" 1,140
FREIGHTS.	Ready	(Ready)
Liverpool—Cotton, via Suez Canal (per ton of 40 feet)	£0-17-6	£0-17-6
" Seeds & Wheat... ..	.....	£0-16-6
London—M'ment cargo, P. & O. Co.	£1-7-6	£1-5-0
" Seeds & Wheat " ..	£0-13-0	£0-14-0
" M'ment cargo, Via Canal..	.. ..	.....
" Seeds and Wheat " ...	.....	.....
Havre—M'ment cargo " ..	£0-17-6	£0-17-6
" Seeds, and Wheat " ..	£0-16-6	£0-16-6
Antwerp—M'ment cargo " ...	£1-0-0	£1-0-0
" Seeds and Wheat " ..	£0-17-6	£0-17-6
Hull " ..	.....	.....
Dunkirk " ..	.....	.....
Trieste & Venice—M't. cargo,, ..	£0-17-0	£0-17-0
" " Seeds & Wheat,,	£0-16-0	£0-17-0
Marseilles—M'ment cargo " ...	£0-17-6	£0-17-0
" Seeds & Wheat " ..	£0-16-6	£0-16-0
Genoa—M'ment cargo " ..	.....	£0-17-6
" Seeds & Wheat " ...	.....	£0-14-6
China Steamer	Rs. 6 to Rs. 8	Rs. 6 to Rs. 8
Australia —	" 25 to " 35	" 25 to " 35

Total Imports of Treasure from Foreign Countries into Bombay during the year 1893.

From 1st to 6th January 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees & other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	.....	2,13,750	48,78,005	64,000
Continent of Europe—				
Trieste, Marseilles, &c.	.....	65,000	3,66,700	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	.....	.....	.....	.....
Other Ports	.....	7,313	1,425	54,858
Total	.....	2,86,063	52,46,130	1.18,858

From 7th to 13th January 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees & other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	.....	.....	63,87,900	2,47,500
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	.....	.....	.....	.....
Other Ports	5,600	75,127	.....	1,94,246
Total	5,600	75,127	63,87,900	4,41,746

From 14th to 20th January 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees & other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	.....	.....	13,78,990	2,21,333
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	8,50,700	.....
China—				
Hongkong and Shanghai	7,875	.....	.....	1,29,230
Other Ports	1,200	6,632	.....	72,946
Total	9,075	6,632	22,29,690	4,23,509

Total Imports of Treasure from Foreign Countries into Bombay during the year 1893—*contd.*

From 21st to 27th January 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees &other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	1,64,996	.....	17,03,855	1,28,166
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York....	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	1,30,014	.....	1,42,200	.....
Other Ports—	.....	17,704	.....	52,221
Total.....	2,95,010	17,704	18,46,055	1,80,387

From 28th January to 3rd February 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees & other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	11,59,236	.....	26,14,272	4,50,900
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	4,80,700	.....
United States—				
San Francisco and New York....	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	21,163	.....	.....	.....
Other Ports—	7,062	2,28,591	.....	4,29,162
Total.....	11,87,461	2,28,591	30,94,972	8,80,062

From 4th to 10th February 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees & other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	.....	.....	35,02,415	1,904
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York....	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	1,14,765	.....	86,100	.....
Other Ports—	6,700	26,544	.....	24,181
Total.....	1,21,465	26,544	35,88,515	26,085

Total Imports of Treasure from Foreign Countries into Bombay during the year 1893—*contd.*

From 11th to 17th February 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees & other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	80,000	.....	22,23,400	1,64,900
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	1,76,600	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	21,210	.....	.....	.....
Other Ports	6,000	43,960	.....	1,01,645
Total	1,07,210	43,960	24,00,000	2,66,545

From 18th to 24th February 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I.. Gt. rupees & other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	.....	1,65,000	19,40,625	2,22,600
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	12,25,000	.....
China—				
Hongkong and Shanghai	92,812	.....	.....	.....
Other Ports	500	89,842	.....	96,489
Total	93,312	2,54,842	31,65,625	3,19,089

From 25th February to 3rd March 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees &other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	4,11,698	64,000	13,05,820	6,92,900
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	21,262	.....	.....	.....
Other Ports	1,590	27,215	.....	2,53,702
Total	4,34,550	91,215	13,05,820	9,46,602

Total Imports of Treasure from Foreign Countries into Bombay during the year 1893—*contd.*

From 4th to 10th March 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees &other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	.....	2,63,187	12,84,435	57,490
Continent of Europe—				
Trieste, Marseilles, &c.	.....	90,300	1,02,900	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	1,63,700	1,90,000	.....
China—				
Hongkong and Shanghai	60,956	.....	3,01,000	.....
Other Ports	23,495	1,22,149	.....	2,81,477
Total	84,451	6,39,336	18,78,335	3,38,967

From 11th to 17th March 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees &other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	.....	82,500	23,13,911	2,80,550
Continent of Europe—				
Trieste, Marseilles, &c.	2,400	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	.....	.....	.....	.....
Other Ports	8,884	1,11,060	.....	1,25,562
Total	11,284	1,93,560	23,13,911	4,06,112

From 18th to 24th March 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees &other Coin
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	2,47,500	65,850	13,04,840	3,29,114
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	1,65,000	4,25,000	.....
China—				
Hongkong and Shanghai	83,188	.....	.....	.....
Other Ports	9,600	22,510	500	1,55,320
Total	3,40,288	2,53,360	17,30,340	4,84,434

Total Imports of Treasure from Foreign Countries into Bombay during the year 1893—*contd.*

From 25th to 29th March 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees & other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	82,700	4,33,793	16,94,700	82,000
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	.....	.....	.....	.....
Other Ports	.....	48,291	.....	15,340
Total	82,700	4,82,084	16,94,700	97,340

From 30th March to 7th April 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees & other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	.....	1,38,369	15,45,040	3,71,379
Continent of Europe—				
Trieste, Marseilles, &c.	.....	65,000	1,25,950	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	1,64,000	5,70,000	.....
China—				
Hongkong and Shanghai	97,969	.....	.....	.....
Other Ports	38,172	1,46,961	.....	7,01,945
Total	1,36,141	5,14,330	22,40,990	10,73,324

From 8th to 14th April 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees & other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	.....	1,63,787	20,87,533	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	21,372	.....	.....	.....
Other Ports	18,146	85,093	.....	1,48,544
Total	39,518	2,48,880	20,87,533	1,48,544

Total Imports of Treasure from Foreign Countries into Bombay during the year 1893—*contd.*

From 15th to 21st April 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees & otherCoin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	.....	4,07,025	6,66,285	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	2,64,000	.....	.....
China—				
Hongkong and Shanghai	1,18,596	.....	.....	.....
Other Ports	9,595	43,002	.....	62,346
Total	1,28,191	7,14,027	6,66,285	62,346

From 22nd to 28th April 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees & otherCoin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	.....	82,500	19,06,805	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	.....	.....	.....	.....
Other Ports	1,638	92,020	.....	1,18,147
Total	1,638	1,74,520	19,06,805	1,18,147

From 29th April to 5th May 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupee &otherCoin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	5,80,742	2,13,875	20,09,910	1,71,781
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	1,74,600	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	3,27,500	5,75,000	.....
China—				
Hongkong and Shanghai	92,929	.....	.....	.....
Other Ports	21,288	14,812	.....	4,20,817
Total	6,94,959	5,56,187	27,59,510	5,92,598

Total Imports of Treasure from Foreign Countries into Bombay during the year 1893—*contd.*

From 6th to 12th May 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees & other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	83,000	.....	23,01,110	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	.....	.....	.....	.....
Other Ports	.....	21,756	.....	56,552
Total	83,000	21,756	23,01,110	56,552

From 13th to 19th May 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees & other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	.....	.....	12,90,530	1,37,200
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	38,000	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	2,48,000	.....	.....
China—				
Hongkong and Shanghai	1,05,281	.....	.....	.....
Other Ports	2,500	74,722	.....	1,73,755
Total	1,07,781	3,22,722	13,28,530	3,10,955

From 20th to 25th May 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees & other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	.....	.....	28,99,021	1,27,900
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	1,900	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	21,034	.....	.....	.....
Other Ports	4,048	50,847	.....	4,14,799
Total	25,082	50,847	29,00,921	5,42,699

Total Imports of Treasure from Foreign Countries into Bombay during the year 1893—*contd.*

From 26th May to 1st June 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees & other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	4,12,490	.....	29,12,200	58,063
Continent of Europe—				
Trieste, Marseilles, &c.	.....	65,000	1,12,000	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	5,63,000	.....
China—				
Hongkong and Shanghai	73,951	.....	.....	.....
Other Ports	32,995	27,015	.....	66,524
Total	5,19,436	92,015	35,87,200	1,24,587

From 2nd to 8th June 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees & other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	242	.....	31,34,140	1,28,457
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	21,034	.....	.....	.....
Other Ports	.....	50,336	.....	11,73,776
Total	21,276	50,336	31,34,140	13,02,233

From 9th to 15th June 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees & other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	.....	.....	16,57,600	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	2,80,000	.....
China—				
Hongkong and Shanghai	91,493	.....	.....	.....
Other Ports	2,364	63,359	.....	1,36,455
Total	93,857	63,359	19,37,600	1,36,455

Total Imports of Treasure from Foreign Countries into Bombay during the year 1893.—*contd.*

From 16*th to* 22*nd June* 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees &other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	.....	.....	21,10,705	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	.....	.....	.....	.....
Other Ports	.....	20,907	.....	53,807
Total	.....	20,907	21,10,705	53,807

From 23*rd to* 29*th June* 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees &other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	.....	.....	24,14,830	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	7,15,000	.....
China—				
Hongkong and Shanghai	1,21,266	.....	.....	89,000
Other Ports	2,600	20,069	.....	10,387
Total	1,23,866	20,069	31,29,830	99,387

From 30*th June to* 6*th July* 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees &other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	.....	.....	57,92,700	9,46,958
Continent of Europe—				
Trieste, Marseilles, &c.	.....	65,000	1,72,500	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c	.....	.....	.....	.....
China—				
Hongkong and Shanghai	.....	.....	.....	.....
Other Ports	35,262	72,852	.....	1,15,596
Total	35,262	1,37,852	59,65,200	10,62,554

Total Imports of Treasure from Foreign Countries into Bombay during the year 1893—*contd.*

From 7th to 13th July 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees &other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	1,58,190	77,500	40,28,355	67,960
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	5,69,000	.....
China—				
Hongkong and Shanghai	1,33,612	11,625	1,45,952	3,32,600
Other Ports	.....	39,790	.....	1,54,965
Total	2,91,802	1 28,915	47,43,307	5,55,525

From 14th to 20th July 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees &other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	1,52,304	.....	55,18,440	2,02,200
Continent of Europe—				
Trieste, Marseilles, &c.	257	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	24,401	.....	.....	.....
Other Ports	10,000	89,907	.....	3,57,376
Total	1,86,962	89,907	55,18,440	5,59,576

From 21st to 27th July 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees &other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	2,37,738	1,52,500	4,78,912	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	6,000
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	91,438	.....	.....	29,469
Other Ports	8,450	1,33,942	.....	3,50,436
Total	3,37,626	2,86,442	4,78,912	3,85,950

Total Imports of Treasure from Foreign Countries into Bombay during the year 1893—*contd.*

From 28th July to 3rd August 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees & otherCoin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	4,71,877	1,07,250	2,94,975	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	70,000	.....	.....
United States—				
San Francisco and New York....	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	.....	.....	6,514	.....
Other Ports	13,961	94,022	.....	5,42,103
Total.....	4,85,838	2,71,272	3,01,489	5,42,103

From 4th to 10th August 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees & otherCoin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	10,68,790	76,800	15,17,958	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York....	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	2,27,400	.....	.....	.....
China—				
Hongkong and Shanghai	1,19,130	.....	.....	68,940
Other Ports	2,200	10,468	.....	2,94,821
Total.....	14,17,520	87,268	15,17,958	3,63,761

From 11th to 17th August 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars I. Gt. rupees & otherCoin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	77,936	46,500	7,93,979	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	576	.....	.....
United States—				
San Francisco and New York....	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	.....	.....	6,118	.....
Other Ports	.....	4,565	.....	2,94,025
Total.....	77,936	51,641	8,00,097	2,94,025

Total Imports of Treasure from Foreign Countries into Bombay during the year 1893—*contd.*

From 18th to 24th August 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees & other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	79,300	80,000	24,77,612	2,314
Continent of Europe—				
Trieste, Marseilles, &c.	.....	78,700	.....	96,000
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c	3,13,475	.....	.....	.....
China—				
Hongkong and Shanghai	1,37,942	.....	51,717	23,150
Other Ports	.....	5,871	.....	2,02,285
Total	5,30,717	1,64,571	25,29,329	3,23,749

From 25th to 31st August 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees &other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	.....	.....	15,49,838	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c	.....	.....	.....	.....
China—				
Hongkong and Shanghai	.....	.....	.....	.....
Other Ports	7,888	1,29,064	.....	5,24,468
Total	7,888	1,29,064	15,49,838	5,24,468

From 1st to 7th September 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars I. Gt. rupees & other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	1,57,5 6	80,000	17,68,079	.....
Continent of Europe	.....			
Trieste, Marseilles, &c.	.....	1,988	1,61,810	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	1,61,600	.....	2,82,160	.....
China—				
Hongkong and Shanghai	1,14,566	.....	.....	9,720
Other Ports	31,163	16,526	.....	2,16,266
Total	4,65,185	98,514	22,12,049	2,25,986

Total Imports of Treasure from Foreign Countries into Bombay during the year 1893—*contd.*

From 8th to 12th September 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees & other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	1,62,900	80,625	8,99,313	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	1,52,000
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	.....	.....	.....	.....
Other Ports	.....	31,169	.....	4,50,100
Total	1,62,900	1,11,794	8,99,313	6,02,100

From 13th to 22nd September 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees & other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	.....	80,625	17,88,502	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	62,000	.....	3,72,100
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	3,19,319	.....	2,05,631	.....
China—				
Hongkong and Shanghai	1,51,563	16,000	1,18,783	22219
Other Ports	3,432	22,032	.....	2,05,573
Total	4,74,314	1,80,657	21,12,916	5,99,892

From 23rd to 29th September 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees & other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	.....	.....	26,46,693	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	.....	.....	.....	.....
Other Ports	18,750	80,403	.....	2,21,220
Total	18,750	80,403	26,46,693	2,21,220

Total Imports of Treasure from Foreign Countries into Bombay during the year 1893—*contd.*

From 30th September to 6th October 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees &other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	2,78,000	80,000	20,58,062	81,118
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	90,537	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	1,66,043	3,20,000	3,01,662	.....
China—				
Hongkong and Shanghai	2,58,461	.....	41,807	88,087
Other Ports	22,994	30,400	2,40,669	2,98,127
Total	7,25,498	4,30,400	27,32,737	4,67,332

From 7th to 13th October 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees &other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	10,50,571	48,375	26,49,689	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	2,39,600
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	.....	.....	190	.....
Other Ports	5,844	37,072	.....	1,39,497
Total	10,56,415	85,447	26,49,879	3,79,097

From 14th to 20th October 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees &other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	2,42,337	82,500	24,25,276	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	80,468	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	3,28,610	.....
China—				
Hongkong and Shanghai	2,02,611	.....	.....	24,746
Other Ports	4,581	19,568	.....	1,12,540
Total	4,49,529	1,82,536	27,53,886	1,37,286

Total Imports of Treasure from Foreign Countries into Bombay during the year 1893—*contd.*

From 21st to 27th October 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees &other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	6,88,129	.....	14,68,663	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	40,000
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	.....	.....	.....	.....
Other Ports	9,052	1,34,554	.....	2,12,036
Total	6,97,181	1,34,554	14,68,663	2,52,036

From 28th October to 3rd November 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees &other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	1,60,236	.....	18,55,474	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	3,23,020	32,000	.....	24,840
Other Ports—	.....	1,23,741	2,43,280	1,63,962
Total	4,83,256	1,55,741	20,98,754	1,88,802

From 4th to 10th November 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees &other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	.....	1,60,625	5,70,182	1,360
Continent of Europe—				
Trieste, Marseilles, &c.	.....	2,08,746	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	.....	.....	.....	.....
Other Ports—	10,256	41,411	.....	79,952
Total	10,256	4,10,782	5,70,182	81,312

Total Imports of Treasure from Foreign Countries into Bombay during the year 1893—*contd.*

From 11th to 17th November 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees &other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	3,61,349	61,593	5,55,954	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	3,351	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	2,79,257	34,200	.....	10,915
Other Ports	.....	62,840	.....	1,14,928
Total	6,40,606	1,61,984	5,55,954	1,25,843

From 18th to 24th November 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees &other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	6,06,378	4,16,461	7,57,464	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	5,940
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	.....	.....	.....	.....
Other Ports	3,800	66,267	.....	3,61,917
Total	6,10,178	4,82,728	7,57,464	3,67,857

From 25th November to 1st December 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees &other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	1,21,638	63,750	14,38,298	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	9,500
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	1,59,908	.....	.....	.....
China—				
Hongkong and Shanghai	2,80,213	32,000	.....	9,371
Other Ports	15,850	14,080	.....	1,83,215
Total	5,77,609	1,09,830	14,38,293	2,02,086

Total Imports of Treasure from Foreign Countries into Bombay during the year 1893—*contd.*

From 2nd to 8th December 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees &other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	.....	95,625	1,16,525	373
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	569
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	.....	.....	.....	.....
Other Ports	20,617	2,08,016	1,500	3,27,613
Total	20,617	3,03,641	1,18,025	3,28,555

From 9th to 15th December 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees &other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	1,61,128	.....	12,83,905	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	.....
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	1,30,476	.....	.....	.....
Other Ports	6,600	70,727	.....	1,97,098
Total	2,98,204	70,727	12,83,905	1,97,098

From 16th to 21st December 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees &other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	2,40,930	.....	11,08,604	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	86,400
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	.....	.....	.....	.....
Other Ports	8,408	43,494	8,800	3,56,740
Total	2,49,338	43,494	11,17,404	4,43,140

Total Imports of Treasure from Foreign Countries into Bombay during the year 1883—*contd.*

From 22nd to 31st December 1893.

From	Gold.		Silver.	
	Bullion.	Sovereigns and other Coin.	Bullion.	Dollars, I. Gt. rupees &other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.
London	4,81,874	80,000	50,92,525	.....
Continent of Europe—				
Trieste, Marseilles, &c.	.....	.....	.....	16,000
United States—				
San Francisco and New York	.....	.....	.....	.....
Australia—				
Melbourne, Sydney, &c.	.....	.....	.....	.....
China—				
Hongkong and Shanghai	1,58,346	32,000	3,42,672	7,890
Other Ports	8,606	1,30,751	.....	2,87,678
Total	6,48,826	2,42,751	54,35,197	3,11,568
Grand Total (from 1st January to 31st December 1893)	1,57,07,364	1,00,81,888	12,12,29,041	1,92,94,246
For same period in 1892	54,83,154	54,26,891	10,33,90,727	1,20,08,949
Do. do. 1891	2,99,43,775	1,11,91,758	5,87,61,230	1,71,87,309

STATEMENT showing the Annual Value of the Export Trade of India, and the Total Miles of Railway opened in the Official Years 1853-54 *to* 1892-93.

YEAR	Total Miles of Railway opened.	Merchandise.	Treasure.	Merchandise and Treasure.
		£	£	£
1853-54	71	19,295,139	1,483,296	20,778,435
1854-55	170	18,927,222	1,267,033	20,194,255
1855-56	272¾	23,040,000	601,177	23,641,177
1856-57	288¼	25,340,000	1,253,426	26,593,426
1857-58	428½	27,460,000	822,438	28,282,438
1858-59	626¼	29,860,000	669,427	30,529,427
1859-60	839¼	27,960,000	929,007	28,889,007
1860-61	1587¾	32,970.000	1,119,549	34,089,549
1861-62	2335¾	36,320,000	683,355	37,003,355
1862-63	2550	*47,860,000	1,111,140	48,971,140
1863-64	2966¾	*65,625,000	1,270,435	66,895,435
1864-65	3372¾	*68,025,000	1,444,775	69,469,775
1865-66	3568¾	*65,490,000	2,165,352	67,655,352
1866-67	3936¾	41,860,000	2,431,503	44,291,503
1867-68	4016¼	50,875,000	1,571,946	52,446,946
1868-69	4294¾	53,060,000	1,395,580	54,455,580
1869-70	4775	52,470,000	1,042,353	53,512,353
1870-71	5077¼	55,335,000	2,220,765	57,555,765
1871-72	5370¼	63,190,000	1,495,642	64,685,642
1872-73	5695	55,230,000	1,308,579	56,538,579
1873-74	6227¾	54,980,000	1,958,512	56,938,519
1874-75	6519	56,360,000	1,625,309	57,985,309
1875-76	6833	56,210,000	2,200,236	58,410,236
1876-77	7322¼	61,013,000	4,029,898	65,042,898
1877-78	8212	65,222,000	2,210,995	67,432,995
1878-79	8492¾	60,937,000	3,982,228	64,919,228
1879-80	9308	67,210,000	2,035,147	69,245,147
1880-81	9892	74,541,000	1,440,400	75,981,400
1881-82	10145½	81,966,000	1,099,700	83,065,700
1882-83	10780¼	83,485,000	1,041,800	84,526,800
1883-84		88,076,400	1,008,500	89,084,900
1884-85	12000½	83,170,100	1,968,900	85,139,300
1885-86	12375½	83,861,200	1,108,200	84,969,400
1886-87	13386	88,481,000	1,720,400	90,201,400
1887-88	14377	90,543,600	1,604,600	92,148,200
1888-89	15242½	97,060,200	1,784,400	98,844,600
1889-90	16092½	103,448,700	1,906,300	105,355,000
1890-91	16996	100,215,000	2,123,200	102,338,200
1891-92	17564	108,178,000	3,286,700	111,464,700
1892-93	18042	106,574,700	6,958,900	113,533,600

* Exports abnormally high owing to the American Civil War.

STATEMENT showing the Annual Value of the Import Trade of India, and the Total Miles of Railway opened in the Official Years 1853-54 *to* 1892-93.

YEAR	Total Miles of Railway opened	Merchandise.	Treasure.	Merchandise and Treasure.
		£	£	£
1853-54	71	10,070,863	4,871,956	19,942,819
1854-55	170	12,742,671	2,028,256	14,770,927
1855-56	272⅝	13,945,000	11,301,288	25,246,288
1856-57	288¼	14,195,000	14,413,697	28,608,697
1857-58	428½	15,275,000	15,815,436	31,090,436
1858-59	626¼	21,730,000	12,817,071	34,547,071
1859-60	839¼	24,265,000	16,356,963	40,621,963
1860-61	1587⅜	23,495,000	10,677,077	34,172,077
1861-62	2335⅝	22,320,000	14,951,985	37,271,985
1862-63	2550	22,630,000	20,508,967	43,138,967
1863-64	2966⅜	27,145,000	22,962,581	50,107,581
1864-65	3372⅜	28,150,000	21,363,325	49,513,325
1865-66	3568⅜	29,600,000	29,577,301	59,157,301
1866-67	3936½	29,040,000	13,236,905	42,276,905
1867-68	4016½	35,705,000	11,775,374	47,480,374
1868-69	4294⅜	35,990,000	15,155,954	51,145,954
1869-70	4775	32,925,000	13,954,807	46,879,807
1870-71	5077¼	34,470,000	5,444,823	39,914,823
1871-72	5370¼	32,090,000	11,573,813	43,663,813
1872-73	5695	31,875,000	4,556,585	36,431,585
1873-74	6227⅝	33,835,000	5,792,534	39,627,534
1874-75	6519	36,220,000	8,141,047	44,361,047
1875-76	6833	38,515,000	5,300,722	43,815,722
1876-77	7322½	37,440,000	11,436,120	48,876,120
1877-78	8212	41,464,000	17,355,459	58,819,459
1878-79	8492⅜	37,801,000	7,056,748	44,857,748
1879-80	9308	41,172,000	11,654,894	52,826,894
1880-81	9892	53,086,800	8,997,200	62,084,000
1881-82	10145½	49,113,000	11,322,800	60,435,800
1882-83	10780¼	52,098,700	13,453,400	65,552,100
1883-84		55,299,000	12,877,900	68,176,900
1884-85	12000½	55,701,600	13,888,200	69,589,800
1885-86	12375⅛	55,652,000	15,467,000	71,119,000
1886-87	13386	61,812,000	11,048,300	72,860,300
1887-88	14377	65,004,500	13,812,500	78,817,000
1888-89	15242½	69,437,700	13,845,000	83,282,700
1889-90	16092½	69,199,400	17,454,500	86,653,900
1890-91	16996	71,975,800	21,934,500	93,910,300
1891-92	17564	69,427,600	14,722,600	84,150,200
1892-93	18042	66,278,600	17,009,800	83,288,400

APPENDIX QQ—*contd.*

FOREIGN TRADE OF BRITISH INDIA.

Summary of Imports and Exports in the Official Years 1887-88 *to* 1892-93.

	1887-88.	1888-89.	1889-90.	1890-91.	1891-92	1892-93.
IMPORTS—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Merchandise, Private.						
Bengal	23,29,84,239	25,70,20,964	25,13,15,709	26,08,03,178	25,34,65,003	23,22,52,663
Bombay	25,48,67,621	26,50,56,459	26,42,49,034	27,54,34,525	25,75,61,561	25,28,29,327
Sindh	2,58,31,151	3,56,29,925	3,38,48,172	3,70,25,206	3,97,22,851	3,41,67,977
Madras	5,32,71,367	5,79,17,371	6,16,63,218	6,21,92,751	6,00,38,960	5,24,83,961
British Burmah	5,68,93,510	5,00,51,321	5,45,43,948	5,48,97,390	5,50,38,022	5,44,49,904
Total...	62,38,47,888	66,56,76,040	66,56,20,081	69,03,53,050	66,58,26,397	62,61,83,832
Ditto. Government Stores	2,61,97,993	2,87,01,491	2,63,73,681	2,94,04,704	2,84,49,262	3,66,02,390
Total Merchandise...	65,00,45,881	69,43,77,531	69,19,93,762	71,97,57,754	69,42,75,659	66,27,86,222
Treasure, Private.						
Bengal	1,28,37,167	1,41,66,279	1,18,32,324	3,91,84,486	3,35,99,849	2,26,10,216
Bombay	12,15,34,673	12,10 87,779	15,86,74,387	17,58,17,256	11,01,59,503	14,47,38,397
Sindh	14,47,822	17,64,950	11,91,720	8,48,227	11,18,905	13,78,440
Madras	20,01,191	13,65,131	27,11,031	32,39,066	21,77,668	11,65,334
British Burmah	3,04,603	65,110	1,33,575	1,05,841	1,70,696	2,05,714
Total...	13,81,25,456	13,84,49,249	17,45,43,037	21,91,94,876	14,72,26,621	17,00,98,101
Ditto. Government	.....	.....	2,000	1,50,000	.....	.....
Total Treasure...	13,81,25,456	13,84,49,249	17,45,45,037	21,93,44,876	14,72,26,621	17,00,98,101
Grand Total of Imports...	78,81,71,337	83,28,26,780	86,65,38,799	93,91,02,630	84,15,02,280	83,28,84,323
EXPORTS—						
Merchandise, Private.						
(Foreign Goods.)						
Bengal	28,05,091	13,07,262	16,20,199	15,30,691	19,22,143	26,58,380
Bombay	3,25,45,876	3,60,93,029	3,54,42,452	3,47,74,867	3,53,32,373	3,61,10,465

Sindh	47,07,535	51,13,284	51,72,756	52,52,434	65,21,555	61,29,631
Madras	7,11,957	5,45,451	4,43,107	5,29,056	5,45,783	6,35,582
British Burmah	2,61,004	2,99,758	2,89,847	2,94,484	5,33,127	3,09,079
Total...	4,10,31,463	4,38,58,784	4,29,68,361	4,23,81,582	4,48,54,981	4,58,43,137
(Indian Produce and Manufactures.)						
Bengal	36,83,19,277	37,69,18,532	39,51,11,012	37,10,62,075	39,76,87,871	41,34,91,410
Bombay	31,14,07,449	35,30,08,911	35,86,50,956	34,36,21,875	37,10,31,301	36,83,34,149
Sindh	2,13,39,105	3,31,02,022	4,50,71 406	4,18,20,144	6,60 03,795	3,51,65,876
Madras	9,66,10,774	10,27,12,598	11,45,26,228	10,66,14,564	9 93,33,978	11,06,18,609
British Burmah	6,60,56,466	6,07,87,933	7,75,23,729	9,57,34,126	10,02,92,152	9,16,98,748
Total...	86,37,33,071	92,65,29,996	99,08,83,331	95,88,52,784	1,03,55,49,077	1,01,93,08,792
Total Fgn. & Indian Merchandise exported.						
Bengal	37,11,24,368	37,82,25,794	39,67,31,211	37,25,92,766	39,94,10,014	41,61,49,790
Bombay	34,39,53,325	38,91,01,940	39,40,93,408	37,83,96,742	40,63,63,674	40,44,44,614
Sindh	2,60,46,640	3,82,15,306	5,02,44,162	4,70,72,578	7,34,25,350	4,12,95,507
Madras	9,73,22,731	10,32,58,049	11,49,69,335	10,71,43,620	10,03,79,761	11,12,54,191
British Burmah	6,63,17,470	6,10,87,691	7,78,13,576	9,60,28,610	10,08,25,259	9,20,07,827
Total...	90,47,64,534	96,98,88,780	1,03,38,51,692	1,00,12,34,316	1,08,04,04,058	1,06,51,51,929
Ditto. Government Stores	6,71,924	7,13,606	6,35,360	9,16,259	13,75,815	5,94,786
Total Merchandise...	90,54,36,458	97,06,02,386	1,03,44,87,052	1,00,21,50,575	1,08,17,79,873	1,06,57,46,715
Treasure, Private.						
Bengal	8,78,118	5,29,000	13,33,542	16,89,620	27,78,038	57,06,428
Bombay	1,13,10,237	1,45,51,370	1,56,67,905	1,68,30,711	2,67,14,222	6,12,95,658
Sindh	5,89,212	7,48,465	4,80,165	2,46 391	4,02,850	5,59,522
Madras	23,43,975	12,06,484	9,35,741	18,57,743	14,68,748	13,78,334
British Burmah	18,000	.....	1,845	94,600	68,000	3,50,000
Total...	1,51,39,542	1,70,35,319	1,84,19,198	2,07,19,065	3,14,31,858	6,92,89,942
Ditto. Government	9,06,700	8,08,500	6,44,020	5,12,720	14,35,000	2,99,295
Total Treasure...	1,60,46,242	1,78,43,819	1,90,63,218	2,12,31,785	3,28,66,858	6,95,89,237
Grand Total of Exports...	92,14,82,700	98,84,46,205	1,05,35,50,270	1,02,33,82,360	1,11,46,46,731	1,13,53,35,952

APPENDIX QQ.—*contd.*

FOREIGN TRADE OF THE PORT OF BOMBAY.—IMPORTS.

Quantities and Value of the Principal Articles imported in the Official Years 1890-91 *to* 1892-93.

Articles.		Quantities.			Value.		
		1890-91.	1891-92.	1892-93.	1890-91.	1891-92.	1892-93.
					Rs.	Rs.	Rs.
Animals—Living	No.	4,326	4,762	4,811	14,15,505	15,58,160	15,14,332
Apparel, &c. (Excluding Boots and Shoes)	value.	.....	.....	.....	42,84,109	48,14,848	44,93,850
Arms, Ammunition, &c. (Excluding Dynamite)	„	.....	.....	.....	4,19,526	4,48,766	4,23,198
Articles imported by Post	„	.....	.....	.....	24,86,303	23,14,351	24,50,633
Building and Engineering Materials ...	„	.....	.....	.....	6,25,934	5,39,190	3,87,092
Cabinetware and Furniture	„	.....	.....	.....	4,84,598	6,26,843	4,65,947
Candles	lbs.	1,021,598	1,034,464	1,095,154	3,02,226	3,24,177	3,61,489
Clocks and Watches	No.	110,297	116,601	83,905	9,03,025	9,09,670	7,07,460
Coal, Coke, and Patent Fuel	tons.	626,773	555,775	496,304	1,20,70,030	89,92,824	85,28,001
Cotton—Raw	cwts.	84,134	81,228	106,982	19,45,643	17,72,521	26,08,807
Cotton—Twist and Yarn	lbs.	14,949,598	13,821,554	10,468,384	1,08,13,456	89,01,847	66,62,222
Do. Piece Goods	yards.	631,473,949	571,777,016	546,790,975	8,48,77,179	7,58,22,518	6,86,71,624
Do. Shawls & Handkerchiefs ...	No.	12,708,877	9,991,511	8,116,418	10,79,361	11,05,810	13,06,742
Chemical Products and Preparations	value.	.....	.....	.....	1,05,629	33,428	65,836
Dynamite and other Explosives	cwts.	893	268	536	21,56,798	20,66,638	21,09,233
Drugs, Medicines & Narcotics (Excluding Tobacco)	value.	.....	.....	.....			
Dyeing and Colouring Materials—Aniline and Alizarine Dyes..	ozs.	53,353,248	78,639,800	85,971,920	30,59,111	38,55,508	43,76,326
„ Other Sorts	cwts	20,236	18,398	17,904	10,82,457	9,25,200	9,78,608
Earthenware and Porcelain	value.	.....	.....	.....	6 83,457	8,49 284	8,84,246
Fireworks	„	.....	.....	.....	5,17,003	5,79,718	5,10,091
Glass and Glassware	„	.....	.....	.....	33,24,793	38,52,200	37,07,168
Gums & Resins (Excluding Cutch & Gambier)	cwts.	55,175	60,932	57,550	7,84 717	8,56,835	8,33,078
Hardware and Cutlery	value.	.....	.....	.....	52,76,255	51,92.543	51,65,239
Hides and Skins	No.	759,652	735,864	601,308	7,05,304	7,26,960	6,17,610
Instruments and Apparatus	value.	.....	.....	.....	10,58,111	11,36,122	11,10,846
Ivory, Unmanufactured	lbs.	516,911	429,131	572,673	30,98,455	25,57,898	21,77,895
Do. Manufactured	value.	.....	.....	.....	2,09,570	201,889	1,78,948
Jewellery, &c.	„	.....	.....	.....	14,43,514	19,58,965	23,35,358
Leather Unwrought, Saddlery, &c. ...	„	.....	.....	.....	10,18,546	11,91 2 0	10,38,771
Do. (Boots & Shoes)	Pairs.	174,895	131,800	118,602	6,28. 04	4,43,556	4,20,103
Liquors—Ale, Beer, and Porter	gallons.	696,334	878,790	710,909	8,77,944	11,20,825	8,99,825
Do. Spirits	„	278,204	292,137	303,206	19,06,256	20,27,461	19,47,916
Do. Wines and Liqueurs	„	122,792	135,085	115,076	10,02,749	10,27,614	9,29,966

Liquor—Others sorts	993	468	516	3,257	1,578	1,609
Machinery and Millwork ... ... value.	.....	.....	.....	93,39,564	89,56,606	1,21,09,749
Matches, Lucifer and other	.....	.....	.....	8,97,040	10,86,949	10,73,303
Metals—Brass ... ... cwts.	7,078	5,681	5,978	4,32,911	3,36,460	3,23,084
Do. Copper	122,108	143,755	136,111	51,99,218	63,75,254	61,67,034
Do. Mixed or Yellow Metal	116,818	116,714	134,739	42,52,097	43,95,825	51,54,729
Do. Iron	1,338,767	1,139,591	1,127,388	82,88,737	66,93,396	72,09,991
Do. Lead	18,384	23,818	22,433	2,06,150	2,56,929	2,27,196
Do. Quicksilver ... ... lbs.	130,105	109,815	153,707	2,30,029	1,67,776	2,19,138
Do. Steel ... ... cwts.	328,279	326,358	228,293	22,17,147	19,56,582	14,58,271
Do. Tin	18,111	11,333	12,523	8,55,139	7,46,803	9,79,878
Do. Zinc or Spelter	49,510	40,728	42,270	7,47,446	6,37,969	6,54,239
Do. Other sorts	2,352	2,811	2,687	2,54,427	3,08,876	2,35,081
Oil—Kerosine ... ... gallons.	14,346,148	12,591,180	14,884,855	} 71,36,094	62,59,970	76,58,930
Do. other sorts	717,108	709,908	892,544			
Paints and Colours (excluding Painters' Materials) ... ... cwts.	71,600	63, 449	92,894	10,57,972	9,95,899	9,31,289
Paper and Pasteboard ... ... value.	.....	.....	.....	22,28,132	25,27,432	22,54,598
Perfumery, other than Musk	.....	.....	.....	1,95,105	1,94,786	2,34,660
Provisions	.....	.....	.....	56,79,437	69,24,783	64,56,555
Railway Plant and Rolling Stock	.....	.....	.....	1,13,93,487	52,59,707	56,56,130
Silk—Raw ... ... lbs.	2,030,483	2,371,510	1,932,492	87,01,601	10,571,865	79,16,725
Do. PieceGoods (including silk mixed with other materials) ... ... yards	6,534,929	9,257,110	10,285,757	65,34,708	94,71,676	1,07,69,554
Spices ... ... lbs.	12,203,980	13,210,456	8,579,694	27,88,840	23,97,126	17,85,242
Sugar, refined and unrefined ... ... cwts.	1,728,112	1,178,222	1,272,767	2,06,27,211	1,41,57,823	1,81,63,786
Tea ... ... lbs.	4,350,025	5,850,708	5,543,723	31,01,317	42,53,588	42,62,049
Tobacco, Cigars, &c. ... ... ,,	388,754	336,915	369,923	4,16,000	3,95,399	4,63,229
Umbrellas ... ... No.	1,050,190	1,061,549	1,231,031	10,30,305	10,72,790	12,05,773
Wool—Raw ... ... lbs.	3,199,497	2,618,551	2,940,498	9,07,723	7,25,336	8,50,526
Woollen Piece Goods ... ... yards.	6,572,963	6,430,435	5,443,668	64,97,992	62,58,404	53,56,602
All other Articles ... ... value.	.....	.....	.....	1,32,51,746	1,50,39,780	1,32,96,011
Total Value...	.....	.....	.....	27,51,21,600	25,71,63,036	25,22,43,422
Treasure—Gold ... ... Tolas...	2,564,411	1,456,766	555,568	5,29,85,091	3,15,48,579	1,35,27,484
Do. Silver... ... ... ,, ...	118,810,717	75,261,894	124,313,211	12,28,32,150	7,86,10,924	13,12,09,913
Total Treasure...	121,375,128	76,718,660	124,868,779	17,58,17,241	11,01,59,503	14,47,37,397
Grand Total Rs ...	.....	.....	.....	45,09,38,841	36,73,22,539	39,69,80,819

FOREIGN TRADE OF THE PORT OF BOMBAY.—EXPORTS.

Quantities and Value of the Principal Articles exported in the Official Years 1890-91 *to* 1892-93.

Articles,	Quantities.			Value.		
	1890-91.	891-92.	1892-93.	1890-91.	1891-92.	1892-93.
				Rs.	Rs.	Rs.
Indian Produce and Manufactures.						
Coffee ... ... cwts.	17,351	21,498	15,681	9,83,941	12,50,358	854,461
Coir, unmanufactured & manufactured (Excluding Ropes) ... ... „	41,938	54,794	33,324	3,33,809	4,35,681	2,62,839
Cotton—Raw ... ... „	4,562,286	3,544,054	3,861,497	12,90,47,073	8,53,61,852	10,37,01,509
Do. Twist and Yarn ... ... lbs.	158,388,180	135,351,563	170,786,529	6,14,13,907	5,55,55,451	6,14,08,869
Do. Piece Goods ... } yards.	54,202,049	58,336,155	62,537,232	} 66,99,636	73,00,109	78,69,227
Do. Shawls and Handkerchiefs } No.	132,427	145,244	178,273			
Dyeing and Colouring Materials (Including Cutch, Gambier & Lac)—						
Indigo ... ... cwts.	5,053	5,489	14,838	9,41,577	10,89,166	85,23,243
Myrabollams ... ... „	485,565	549,220	507,870	24,14,881	29,04,330	27,03,718
Other Sorts ... ... „	15,858	22,879	27,490	1,79,445	2,67,150	3,43,935
Grain and Pulse—						
Rice not in the Husk ... ... „	645,956	597,748	716,024	32,91,447	32,33,932	39,91,092
Wheat ... ... „	6,212,143	14,430,808	8,174,360	2,72,02,618	7,27,85,684	4,25,46,144
Other Sorts ... ... „	988,009	1,578,539	1,108,728	34,85,711	52,15,264	40,24,849
Hides and Skins—						
Hides ... ... No.	200,571	213,190	183,096	7,87,355	9,02,801	8,00,877
Skins ... ... „	3,485,842	3,829,849	3,786,012	44,96,765	48,23,045	45,47,215
Oils ... ... gals.	119,410	120,885	170,950	3,34,253	3,56,491	5,88,075
Opium ... ...chests.	28,156	30,786	27,237	3,28,18,880	3,54,74,693	3,26,99,811
Provisions ... ... value.	.....	.....	.....	37,42,000	47,85,041	46,88,316
Seeds—						
Linseed ... ... cwts.	3,051,220	4,891,683	3,718,966	1,95,85,638	3,20,14,480	2,70,51,903
Rape ... ... „	731,004	1,334,349	2,165,835	50,19,861	95,97,534	1,45,34,389
Gingelly ... ... „	1,181,505	1,397,489	1,466,078	92,33,371	1,11,83,202	1,23,72,974
Poppy ... ... „	435,928	352,080	301,019	31,08,150	23,65,272	21,14,754
Castor ... ... „	681,172	728,009	927,770	41,15,391	39,44,094	53,28,966
Groundnuts ... ... „	707,768	1,041,987	1,160,477	41,33,131	61,60,272	85,03,911
Other Sorts ... ... „	117,551	205,641	204,167	7,85,472	11,95,534	13,56,961

Spices ... ... lbs.	4,446,660	5,158,857	6,015,337	9,31,456	12,85,041	15,49,980
Sugar—Refined ... ... cwts.	11,616	9,396	11,279	176,874	1,42,326	1,80,421
Do. unrefined (Molasses, Goor, &c.)... „	13,767	20,874	16,415	1,23,268	1,81,063	1,33,786
Tea ... ... lbs.	788,176	2,618,695	1,093,750	6,75,628	20,24,945	8,42,859
Tobacco, Cigars, &c. ... ... „	6,087,926	6,203,134	7,115,307	7,60,943	7,64,357	8,48,000
Wool—Raw ... ... „	15,318,510	14,689,996	14,526,738	70,84,188	66,50,763	68,88,317
Woollen Shawls ... ... No.	4,092	3,589	4,399	2,35,460	1,29,349	1,90,466
All other Articles ... ... value.	.....	.....	.....	96,92,263	1,14,47,303	1,18,81,949
Total Value Rs.	.....	.....	.....	34,38,34,392	37,10,26,583	36,83,33,816
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	1,150,921	1,414,611	1,139,082	7,62,224	9,33,856	8,00,467
Do. Piece Goods ... yards.	83,744,704	88,300,331	81,810,976	1,61,32,983	1,68,75,433	1,58,34,128
Do. Shawls and Handkerchiefs No.	1,748,784	1,868,706	1,716,415			
Gums and Resins (excluding Cutch and Gambier) ... ... cwts.	31,807	38,483	37,416	6,04,851	6,85,282	6,69,482
Ivory, unmanufactured ... ... lbs.	258,010	261,124	192,273	14,94,568	15,04,680	11,11,444
Provisions ... ... value	.....	.....	.....	11,48,727	9 76,765	12,35,815
Silk—Raw... ... ... lbs.	144,842	117,846	108,756	3,98,614	3,61,535	3,70,784
Do. Piece Goods (including silk mixed with other materials) ... ... yards.	653,363	694,699	8,08,696	5,83,412	6,02,975	7,10,510
Sugar—Refined ... ... cwts.	155,754	153,984	222,196	19,13,785	18,54,079	31,87,929
Tea ... ... lbs.	3,177,671	3,366,336	3,405,494	28,49,214	31,56,153	32,79,166
Wool—Raw ... ... „	3,930,360	1,912,708	1,947,400	18,24,170	8,50,992	8,64,765
Do. Piece Goods... ... ... yards.	409,705	471,549	394,901	4,34,193	5,25,335	4,30,830
All other Articles ... ... value.	.....	.....	.....	66,12,960	70,03,098	76,74,185
Total Value Rs.	.....	.....	.....	3,47,59,701	3,53,30,183	3,61,69,505
Treasure—Gold ... ... Tolas...	357,398	707,856	1,782,218	71,91,609	1,58,66,494	4,23,50,324
Do. Silver ... ... „ ...	9,481,084	10,574,548	18,382,933	96,37,177	1,08,45,203	1,89,43,034
Total Treasure...	9,838,482	11,282,404	20,165,151	1,68,28,786	2,67,11,697	6,12,93,358
Grand Total Rs...	.....	.....	.....	39,54,22,879	43,30,68,463	46,57,96,679

APPENDIX QQ.—*contd.*

FOREIGN TRADE OF BRITISH INDIA.—IMPORTS.

Quantities and Value of the Principal Articles imported in the years ending 31st December 1891, 1892, and 1893.

ARTICLES.		Quantities.			Value.		
		1891.	1892.	1893.	1891.	1892.	1893.
					Rs.	Rs.	Rs.
Animals—Living	No.	11,872	11,887	9,838	33,07,388	30,34,109	31,17,740
Apparel (including Millinery, &c.) ...	value.	.....	.....	.....	1,25,88,690	1,25,81,676	1,40,49,248
Arms, Ammunition, &c.	„	.....	.....	.....	21,48,781	20,80,923	25,86,857
Books and Printed Matters	cwts.	16,369	15,226	19,882	21,45,206	23,67,376	24,22,368
Building and Engineering Materials ...	value.	.....	.....	.....	18,33,354	15,24,222	15,84,206
Coffee	cwts.	27,264	12,247	11,927	14,91,347	6,90,875	7,47,215
Coal, Coke and Patent Fuel	tons.	744,172	651,497	634,405	1,30,71,485	1,11,69,357	1,10,98,165
Cotton—Raw	cwts.	64,787	112,152	110,098	14,93,052	23,09,381	29,67,661
„ Twist and Yarn	lbs.	51,761,430	41,114,661	38,793,952	3,65,52,365	2,82,95,212	2,82,91,430
„ Piece Goods... ...	yards.	1,884,392,172	1,884,117,296	1,891,146,863	24,99,51,369	23,25,36,993	24,95,02,874
„ Shawls, Hosiery, Thread, &c....	value.	.....	.....	.....	59,90,801	60,44,424	69,77,969
Corals, Real	lbs.	245,757	180,752	212,141	18,21,114	12,44,480	15,21,077
Chemicals	value.	.....	.....	.....	26,98,763	29,24,115	36,69,656
Clocks and Watches...	No.	167,496	159,490	179,344	13,22,665	12,67,047	14,63,143
Candles	lbs.	3,446,952	4,229,447	3,868,080	11,25,709	14,65,596	15,11,972
Drugs, Medicines and Narcotics ...	value.	.....	.....	.....	63,68,616	64,23,588	75,92,496
Dyeing and Tanning materials (Alizarine and Aniline dyes)	ozs.	81,106,898	93,348,140	103,273,355	41,83,242	49,83,752	53,87,259
„ other sorts	cwts.	53,599	48,720	44,377	13,67,589	16,50,582	17,43,081
Earthenware and Porcelain	value.	.....	.....	.....	26,27,066	25,41,259	26,57,169
Flax, manufactured and unmanufactured... „		.....	.....	.....	11,50,020	13,05,997	13,97,8·4
Fruits and Vegetables	..	.....	.....	.....	14,01,136	13,74,82·	10,17,457
Gums and Resins	cwts.	100,904	89,924	105,010	11,78,012	10,14,730	12,18,300
Glass	value.	.....	.....	.....	70,95,343	68,15,349	77,15,880
Hides and Skins, dressed and undressed—							
Hides	cwts.	5,226	2,155	2,231	1,84,852	1,14,187	1,45,619
Skins	„	18,973	19,595	22,155	9,70,312	10,17,033	11,84,167
Ivory, unmanufactured	lbs.	497,810	415,310	412,114	30,02,302	25,13,131	25,10,131
Instruments and Apparatus	value.	.....	.....	.....	24,99,734	24,13,707	27,38,797

Jewellery, &c.	value.	.....	.....	.....	25,40,725	28,35,030	29,26,814
Liquors—Ale, Beer and Porter ...	gallons	2,846,605	3,113,540	2,819,762	42,89,129	45,88,832	42,93,309
„ Spirits	„	1,003,891	1,032,226	1,073,158	66,04,181	66,93,034	68,36,212
„ Wines, Liqueurs, &c. ...	„	373,933	364,489	391,624	32,49,629	32,50,505	34,11,034
Leather, unmanufactured and manufactured (excluding Boots and Shoes)	value.	.....	.....	.....	18,55,436	18,25,644	19,63,091
„ Boots and Shoes	pairs.	430,507	317,514	367,095	15,41,471	11,90,308	14,10,707
Metals (excluding Hardware & Cutlery).	tons.	263,249	248,867	275,605	5,53,51,437	5,42,59,946	6,21,01,400
„ Hardware and Cutlery ...	value.	.....	.....	.....	1,25,69,042	1,18,48,252	1,33,53,199
Machinery and Millwork	„	.....	.....	.....	2,09,29,688	2,13,25,340	2,68,65,594
Matches, Lucifer and other	„	.....	.....	.....	31,96,074	34,54,083	39,85,377
Oil, Kerosine	gallons	57,405,439	54,385,455	77,232,350	2,33,43,381	2,13,45,774	2,90,54,762
Oils, other kinds	„	4,360,732	4,339,635	4,871,485	42,31,299	41,15,159	46,04,513
Provisions	value.	.....	.....	.....	1,67,31,731	1,91,77,525	1,73,21,225
Paints and Colours	cwts.	138,929	152,716	192,554	22,35,993	21,55,306	24,94,967
Painters' Materials	value.	.....	.....	.....	6,42,773	7,16,851	7,91,293
Paper and Pasteboard	„	.....	.....	.....	47,62,332	43,32,236	48,89,838
Perfumery	„	.....	.....	.....	2,66,842	3,43,240	2,91,169
Railway Plant and Rolling Stock ...	„	.....	.....	.....	1,58,88,436	98,71,701	1,20,92,166
Salt	tons.	386,494	356,269	381,654	68,76,153	57,62,078	68,38,587
Silk, Raw	lbs.	2,692,836	2,290,037	2,859,358	1,27,66,928	1,02,30,108	1,30,94,812
„ Piece Goods (including goods mixed with other materials)	yards.	13,504,478	15,790,740	15,627,880	1,55,86,171	1,83,02,398	1,73,74,267
Soap	cwts.	51,951	57,837	60,327	9,81,794	11,29,004	12,50,180
Spices	lbs.	58,422,814	50,389,867	61,068,689	82,47,501	65,68,437	76,07,244
Stationery (excluding Paper). ...	value.	.....	.....	.....	23,94,712	25,14,898	27,48,331
Sugar and Sugarcandy, Refined ...	cwts.	2,246,847	1,827,816	1,965,434	2,67,73,228	2,42,43,544	2,82,67,527
„ Unrefined (Molasses, Goor, &c.)...	„	206,553	180,234	114,438	11,27,673	8,84,882	3,05,460
Tea	lbs.	6,276,239	5,834,611	7,695,146	44,51,044	41,56,907	62,51,082
Toys and Requisites for Games ...	value.	.....	.....	.....	16,01,895	15,35,300	17,53,035
Umbrellas	No.	4,169,167	4,748,936	5,410,037	37,40,136	43,51,500	48,21,536
Wood, Timber	tons.	17,137	13,939	16,833	7,91,850	6,75,722	8,09,426
„ Other Sorts, including woodenware	value.	.....	.....	.....	4,99,406	5,96,479	6,70,595
Wool, Raw...	lbs.	2,829,560	5,428,881	4,743,715	9,97,876	14,50,423	14,03,685
„ Piece Goods	yards.	14,186,683	11,915,718	14,289,306	1,36,99,329	1,16,71,793	1,36,42,770
„ Shawls, Braids, &c.	value.	.....	.....	.....	44,16,074	39,94,417	46,43,274
All other Articles	„	.....	.....	.....	1,77,21,180	1,73,47,740	1,97,78,822
Total Value Rs ...		.....	.....	.....	67,24,72,853	63,03,48,883	69,67,67,124

FOREIGN TRADE OF BRITISH INDIA.—EXPORTS.

Quantities and value of the Principal Articles Exported in the years ending 31st December 1891, 1892, *and* 1893.

ARTICLES.	Quantities.			Value.		
	1891.	1892.	1893.	1891.	1892.	1893.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	187,298	350,307	267,996	1,16,06,714	2,25,58,785	1,94,22,300
Cotton—Raw ... ... „	5,052,996	4,735,739	4,334,460	12,75,55,925	11,32,36,582	12,94,44,040
„ Twist and Yarn ... ... lbs.	165,339,472	183,869,296	139,397,682	6,01,31,636	6,37,45,376	5,30,04,658
„ Piece Goods ... ... yards.	68,436,319	83,362,015	72,500,007	1,06,38,852	1,26,47,659	1,16,79,862
„ Shawls, Hosiery, &c. ... value.	.....	.....	.....	13,61,625	10,21,023	8,41,184
Coir, Unmanufactured ... ... cwts.	24,705	38,014	32,442	1,72,818	2,76,633	2,38,035
„ Manufactured (excluding Cordage). „	286,962	274,846	217,154	24,97,271	24,66,090	19,42,434
Dyeing and Colouring Materials—						
Indigo ... ... „	114,782	135,608	109,898	2,89,48,369	3,96,02,958	3,55,50,152
Myrabollams ... ... „	644,966	881,165	681,754	31,44,652	44,08,773	35,05,301
Cutch and Gambier ... ... „	170,332	233,918	186,271	26,20,558	38,65,337	32,19,169
Other sorts ... ... „	53,328	98,694	95,699	4,22,679	7,69,3..8	8,40,992
Grain and Pulse—						
Rice in the Husk ... ... „	400,821	439,140	671,335	8,20,778	10,64,290	15,91,588
„ not in the Husk ... ... „	31,445,889	29,666,066	27,732,318	11,87,92,206	13,18,70,785	11,91,64,840
Wheat ... ... „	28,162,478	18,532,341	11,440,546	13,04,77,761	9,26,68,964	5,08,54,291
Other Sorts ... ... „	2,790,615	2,121,034	2,059,962	86,97,768	76,57,400	70,02,309
Hides and Skins—						
Hides ... ... „	626,673	596,322	563,285	2,41,53,337	2,36,12,420	2,32,06,737
Skins ... ... „	2 9,291	290,171	267,791	2,71,33,416	3,11,91,776	3,28,14,145
Jute—Raw... ... ... „	10,877,467	9,095,179	9,044,355	7,54,66,415	7,15,88,172	8,25,02,415
„ Gunny Bags ... ... No.	114,141,267	118,506,662	125,358,192	2,25,32,168	2,76,30,164	2,79,18,453
„ Cloth ... ... yds.	36,099,018	36,484,061	63,263,131	29,40,815	35,13,735	58,13,209
„ Other Sorts ... ... cwts.	3,404	3,839	5,577	43,070	50,832	81,966
Lac—Shell, Button, Stick, &c. ... „	141,070	131,757	122,491	72,88,880	77,51,568	90,97,034
Opium ... ...chests.	86,684	80,554	70,022	9,34,63,632	9,60,18,357	8,14,59,351
Oils ... ... { gallons	5,036,140	4,896,197	3,739,875	58,23,717	58,87,341	52,06,249
{ cwts.	57,198	75,969	69,174			
Provisions.... ... ... value.	.....	.....	.....	71,97,707	79,28,295	83,77,032
Spices ... ... lbs.	21,931,907	27,426,368	22,759,532	40,20,384	47,94,089	50,74,264
Saltpetre..... ... ... cwts.	398,195	456,682	335,040	37,10,339	44,24,243	34,51,163

Seeds—					
Linseed ... ... „	11,095,750	8,335,046	9,401,922	6,82,71,740	5,69,94,600	6,98,96,487
Rape ... ... „	2,809,521	2,374,670	6,999,465	1,82,00,416	1,52,96,777	4,58,62,637
Gingelly... ... ... „	2,106,918	2,093,774	2,962,272	1,55,13,358	1,66,25,087	2,43,03,852
Poppy ... ... „	639,102	536,612	790,600	42,01,213	36,72,396	57,30,693
Castor ... ... „	801,425	991,486	972,195	42,89,481	35,85,819	55,24,129.
Groundnuts ... ... „	1,792,247	744,248	1,681,119	1,00,04,945	47,09,381	1,17,79,853
Other Sorts ... ... „	393,610	292,867	647,670	20,92,490	17,60,490	35,98,497
Silk, Raw ... ... lbs.	1,808,578	1,644,522	1,900,506	50,10,707	53,66,926	78,23,992
„ Piece Goods (including Silk mixed with other Materials) ... ... yds.	2,041,185	1,936,521	2,484,089	19,33,593	17,94,962	23,89,720
Sugar and Sugarcandy, Refined ... cwts.	34,919	37,214	145,356	4,39,641	515,854	19,33,550
„ Unrefined (Molasses, Goor, &c.)... „	992,137	751,366	935,070	48,09,453	41,75,266	60,67,846
Tea ... ... lbs.	1,18,454,502	119,470,408	123,395,073	5,92,72,140	6,43,12,996	6,49,51,170
Tobacco, Cigars, &c. ... ... „	7,378,794	11,986,695	9,608,477	12,49,712	16,45,074	14,04,498
Wood, Teak ... ... tons.	47,870	60,631	44,986	48,23,093	58,15,148	44,73,118
„ Other sorts (including woodenware.) value.	.....	.....	.....	13,29,663	13,89,617	10,97,754
Wool, Raw... ... ... lbs.	23,220,272	23,917,504	23,615,027	1,04,20,307	1,08,81,150	1,05,81,050
„ Manufactures of ... ... value.	.....	.....	.....	9,68,971	11,83,379	13,87,621
All other Articles ... ... „	.....	.....	.....	2,52,38,521	2,71,96,771	2,88,58,043
Total Value Rs....	.....	.....	.....	1,01,97,32,936	1,01,11,72,628	1,02,09,67,683
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	1,446,944	1,571,729	1,224,653	9,69,890	10,79,998	8,89,953
„ Piece Goods ... ... yds.	92,300,757	91,039,536	87,036,962	1,70,01,310	1,70,12,328	1,64,14,531
„ Shawls, Thread, &c.... ... value.	.....	.....	.....	6,21,524	6,61,674	5,91,302
Ivory, Unmanufactured ... ... lbs.	266,040	225,792	165,482	15,12,417	13,32,560	9,64,823
Metals ... ... cwts.	257,454	415,645	259,461	20,48,381	30,13,656	17,65,856
Silk, Raw ... ... lbs.	153,567	109,797	114,288	4,40,261	3,77,706	3,72,044
„ Piece Goods ... ... yards.	714,533	761,045	853,950	6,46,746	6,65,310	7,40,673
Spices ... ... lbs.	1,339,486	1,267,554	878,496	3,32,059	2,99,534	2,89,514
Sugar and Sugarcandy, Refined ... cwts.	150,838	211,730	261,943	17,98,824	28,54,634	38,85,489
Tea ... ... lbs.	3,110,156	3,470,215	3,567,322	29,46,358	31,98,696	35,34,411
Wool, Raw ... ... „	12,856,728	13,084,596	12,293,568	64,47,134	61,79,268	59,54,237
All other Articles ... ... value.	.....	.....	.....	87,33,062	95,01,179	1,01,23,024
Total Value Rs....	.....	.....	.....	4,34,97,966	4,61,76,543	4,55,25,857
Grand Total Rs....	.....	.....	.....	1,06,32,30,902	1,05,73,49,171	1,06,64,93,540

APPENDIX QQ—*contd.*

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—IMPORTS.

Quantities and Value of the Principal Articles Imported in the years ending 31st December 1891, 1892, *and* 1893.

ARTICLES.		Quantities.			Value.		
		1891.	1892.	1893.	1891.	1892.	1893.
					Rs.	Rs.	Rs.
Apparel, (including Haberdashery, Millinery, &c.)	value.	.....	.....	.....	46,04,460	45,21,706	53,07,542
Arms, Ammunition, &c.	"	.....	.....	.....	4,41,671	5,47,039	6,17,477
Building and Engineering Materials	"	.....	.....	.....	5,33,321	4,74,189	4,56,715
Cabinetware and Furniture	"	.....	.....	.....	5,35,505	5,85,189	5,58,413
Candles	lbs.	787,669	1,171,547	1,026,719	2,45,612	3,78,367	3,66,171
Clocks and Watches	No.	113,952	94,784	118,852	8,63,848	7,70,696	9,38,817
Coal, Coke and Patent Fuel	Tons.	578,445	502,319	483,148	96,75,288	83,48,885	82,47,503
Cotton—Twist and Yarn	lbs.	14,717,364	11,799,749	9,344,885	98,23,144	73,55,269	63,92,681
" Piece Goods	Yards.	581,761,739	545,563,974	571,006,877	7,75,75,063	6,82,77,999	7,46,57,771
" Shawls and Handkerchiefs	No.	9,215,076	9,026,079	12,114,923	9,57,575	9,36,246	11,49,365
" Lace, Nets, Hosiery, &c.	value.	.....	.....	.....	18,48,291	16,54,584	20,35,345
Chemical Products and Preparations	"	.....	.....	.....	10,71,708	11,46,663	14,99,990
Drugs and Medicines	"	.....	.....	.....	21,22,989	19,83,724	22,84,114
Dyeing and Coloring Materials—							
Aniline and Alizarine Dyes	ozs.	71,399,720	83,184,608	90,635,854	35,42,502	42,66,508	45,67,967
Other sorts	cwts.	24,694	15,453	19,191	9,02,259	10,64,346	10,10,878
Earthenware and Porcelain	value.	.....	.....	.....	8,32,334	8,57,022	9,17,492
Fireworks	"	.....	.....	.....	5,71,420	5,13,003	5,39,659
Glass	"	.....	.....	.....	37,52,746	37,25,256	40,66,708
Gums and Resins	cwts.	63,866	60,530	67,866	9,12,054	8,08,234	9,75,841

Hides and Skins—							
Hides...	No.	41,789	12,766	9,711	1,23,438	58,932	79,788
Skins...	„	629,203	674,349	739,127	5,55,975	6,17,272	7,32,427
Instruments and Apparatus ...	value.	.....	.....	.....	11,33,710	11,34,768	12,52,989
Ivory, unmanufactured	lbs.	480,798	390,956	399,954	28,66,597	23,22,581	24,17,265
Jewellery, &c.	value.	.....	.....	.....	20,95,889	24,78,938	25,43,002
Leather (including Saddlery, &c.) ...	„	.....	.....	.....	11,32,845	10,86,616	11,43,901
„ Boots and Shoes	Pairs.	165,577	109,173	142,612	6,02,036	3,87,184	5,27,357
Liquors—Ale, Beer and Porter ...	gallons	808,383	753,973	712,395	10,46,919	9,50,984	8,81,080
„ Spirits, Wines, &c... ...	„	406,628	424,056	458,970	29,26,246	29,48,929	31,04,049
Machinery and Millwork	value.	.....	.....	.....	87,12,407	1,02,83,555	1,23,93,720
Matches, Lucifer and other ...	„	.....	.....	.....	10,30,779	10,36,047	14,52,922
Metals, (excluding Hardware&Cutlery).	Tons.	89,463	90,708	91,005	2,09,38,625	2,29,79,402	2,48,74,574
„ Hardware and Cutlery ...	value.	.....	.....	.....	53,23,086	49,96,322	59,75,501
Oil (kerosine)	gallons	14,156,764	13,429,195	1,108,013	60,11,283	58,39,277	13,79,871
„ other sorts	„	700,303	727,898	21,775,917	9,58,348	9,46,682	84,66,008
Paints and Colors (excluding Painters' Materials)	cwts.	58,518	71,607	94,605	10,29,359	8,43,341	11,16,386
Paper and Pasteboard	value.	.....	.....	.....	25,70,996	21,97,403	28,16,241
Perfumery	„	.....	.....	.....	1,90,812	2,48,292	2,01,675
Provisions	„	.....	.....	.....	64,65,498	73,88,919	65,42,243
Railway Plant and Rolling Stock ...	„	.....	.....	.....	67,85,802	45,85,477	62,53,242
Silk, Raw	lbs.	2,351,194	1,936,410	2,496,741	1,06,16,438	80,33,744	1,08,00,020
„ Piece Goods (including silk mixed with other materials) ...	yards	7,880,615	10,803,897	9,538,373	79,45,323	1,13,02,537	98,74,310
„ Goods other sorts	value.	.....	.....	.....	1,53,934	2,70,675	4,67,660
Spices	lbs.	13,878,002	10,196,251	9,793,827	25,31,959	20,53,651	20,44,967
Sugar, refined and unrefined ...	cwts.	1,437,239	1,147,894	1,337,963	1,67,12,120	1,53,50,634	1,94,01,446
Tea	lbs.	5,764,038	5,356,993	7,291,443	42,72,091	39,84,510	56,60,910
Tobacco, Cigars, &c.	„	322,070	333,306	452,984	3,75,883	4,22,387	5,11,659
Umbrellas	No.	1,053,790	1,154,640	1,430,846	10,91,134	11,55,342	13,77,457
Woollen Piece Goods ...	yards.	7,031,574	5,334,469	7,859,005	68,23,675	52,09,497	74,41,519
„ Goods other sorts	value.	.....	.....	.....	10,78,819	7,65,122	8,63,652
All other Articles...	„	.....	.....	.....	1,85,16,028	1,80,21,757	2,17,85,148
Total value Rs....		.....	.....	.....	26,34,29,844	24,81,15,702	28,09,73,438

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—EXPORTS.

Quantities and Value of the Principal Articles Exported in the years ending 31st December 1891, 1892, and 1893.

ARTICLES.	Quantities.			Value.		
	1891.	1892.	1893.	1891.	1892.	1893.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	21,326	16,397	13,456	12,30,979	9,03,384	8,41,069
Coir, manufactured and unmanufactured (excluding Ropes) ... "	53,487	37,232	28,069	4,30,351	2,97,955	2,20,187
Cotton—Raw ... ... "	4,061,526	3,913,028	3,409,834	10,23,97,694	9,30,24,381	10,40,73,929
" Twist and Yarn ... ... lbs.	158,764,043	168,159,499	128,912,005	5,76,72,871	5,84,17,394	4,90,90,242
" Piece Goods ... ... yards.	54,861,974	65,923,266	54,298,580	68,69,928	81,26,561	68,58,564
" Shawls, Handkerchiefs, Hosiery, &c. ... ... value.	.....	.....	.....	3,15,132	5,52,500	4,51,849
Dyeing and Coloring Materials—						
Myrabollams ... ... cwts.	483,308	635,930	566,009	24,87,860	33,61,621	30,28,593
Other sorts ... ... "	21,860	36,872	35,023	11,54,295	28,46,054	34,06,912
Grain and Pulse—						
Rice ... ... "	543,392	700,124	589,963	28,67,657	38,92,261	32,18,140
Wheat... ... ... "	13,223,724	9,661,502	5,126,481	6,51,61,452	5,05,41,558	2,42,58,057
Other sorts ... ... "	1,446,459	1,228,421	742,886	47,03,695	44,79,429	26,25,831
Hides and Skins—						
Hides ... ... No.	199,543	198,779	126,526	8,22,400	8,31,948	6,07,446
Skins ... ... "	3,804,870	3,710,506	3,886,277	48,30,741	45,53,224	52,69,943
Oils ... ...gallons	106,961	148,708	198,743	3,19,463	4,89,810	6,65,580
Opium ... ...chests.	30,229	29,978	25,499	3,47,71,837	3,55,76,202	2,99,11,222
Seeds—						
Linseed ... ... cwts.	4,682,623	3,884,358	4,291,249	3,03,23,641	2,67,07,303	3,28,25,646
Rape ... ... "	1,443,499	1,832,886	4,250,750	1,02,60,404	1,21,07,866	2,87,70,651

Gingelly	„	1,229,539	1,338,315	1,523,170	96,48,338	1,07,41,641	1,28,26,372
Poppy	„	373,333	311,995	446,881	24,95,513	21,79,309	32,54,362
Groundnuts	„	1,234,468	444,635	1,217,135	70,94,385	30,35,555	88,37,653
Other sorts	„	854,471	127,885	1,364,958	47,18,356	65,03,962	75,85,475
Spices	lbs.	4,763,645	5,668,566	6,135,424	11,16,929	14,67,676	15,81,510
Sugar, refined and unrefined ...	cwts.	29,408	26,446	24,152	3,19,884	2,95,501	3,02,218
Tea	lbs.	1,976,317	1,651,987	2,098,460	16,15,381	12,13,319	14,79,315
Tobacco, Cigars, &c.	„	5,642,600	7,114,983	4,404,947	7,00,633	8,60,215	5,44,396
Wool, Raw	„	15,373,168	14,579,798	13,548,180	70,48,759	68,86,075	64,02,318
Woollen Shawls	No.	3,793	3,987	5,823	1,68,136	1,66,736	2,74,344
All other articles	value.	.....	.....	.....	1,48,90,762	1,61,79,217	1,69,16,866
Total value Rs....		.....	.....	.....	37,64,37,476	35,62,38,657	35,61,28,690
FOREIGN MERCHANDISE.							
Cotton—Twist and Yarn	lbs.	1,374,165	1,226,955	964,757	9,11,244	8,33,888	6,69,212
„ Piece Goods	yds.	85,882,375	83,871,234	8,06,95,178	1,60,35,301	1,58,93,957	1,54,04,933
„ Shawls and Handkerchiefs ...	No.	1,870,943	1,816,116	1,404,174	3,69,240	3,40,325	3,12,707
„ Lace, Thread, &c., ...	value.	.....	.....	.....	2,42,741	3,09,076	2,68,489
Gums and Resins	cwts.	32,174	42,328	32,155	5,91,550	7,24,340	6,08,683
Ivory, unmanufactured	lbs.	266,040	225,792	165,482	15,12,417	13,32,560	9,64,823
Provisions	value.	.....	.....	.....	9,94,610	12,14,447	11,45,207
Silk, Raw	lbs.	151,530	109,471	113,946	4,27,018	3,76,586	3,69,672
„ Piece Goods (including silk mixed with other materials) ...	yards.	665,161	758,794	847,132	5,78,494	6,59,350	7,23,078
Sugar, refined	cwts.	145,078	205,016	235,611	17,26,492	27,61,100	34,72,190
Tea	lbs.	3,107,984	3,467,778	3,565,035	29,45,363	31,96,740	35,32,816
Wool, Raw	„	2,339,288	1,882,132	1,878,128	10,95,085	8,13,150	8,31,487
Woollen Piece Goods	yards.	475,865	382,641	438,300	5,30,086	4,16,099	4,86,169
„ Shawls, &c.	value.	.....	.....	.....	2,10,645	1,71,430	1,23,642
All other articles	„	.....	.....	.....	62,07,246	69,99,663	73,49,983
Total value Rs....		.....	.....	.....	3,43,77,532	3,60,42,711	3,62,63,091
Grand Total Rs....		.....	.....	.....	41,08,15,008	39,22,81,368	39,23,91,781

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SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which at Ports in British India, in each

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1883-84 ...	2,642	795,959	1,204	1,753,401	3,846	2,549,360	1,550	542,036
1884-85 ...	2,453	778,102	1,223	1,806,072	3,676	2,584,174	1,202	355,406
1885-86 ...	2,420	774,335	1,330	1,964,393	3,750	2,738,728	1,202	504,410
1886-87 ...	2,371	733,683	1,379	2,065,503	3,750	2,799,186	1,167	438,299
1887-88 ...	2,579	778,568	1,389	2,160,852	3,968	2,939,420	1,144	324,374
1888-89 ...	2,354	625,375	1,351	2,157,769	3,705	2,783,144	1,219	317,873
1889-90 ...	2,416	619,901	1,355	2,200,273	3,771	2,820,174	1,194	385,225
1890-91 ...	2,091	510,976	1,570	2,480,276	3,661	2,991,252	1,352	324,452
1891-92 ...	2,153	455,262	1,617	2,561,855	3,770	3,017,117	1,281	374,124
1892-93 ...	2,238	442,105	1,585	2,544,440	3,823	2,986,545	1,209	468,111

CLEAR

1883-84 ...	3,562	1,272,182	1,570	2,243,395	5,132	3,515,577	685	68,884
1884-85 ...	3,104	1,119,824	1,445	2,113,509	4,549	3,233,333	595	64,257
1885-86 ...	3,112	1,197,915	1,585	2,323,214	4,697	3,521,129	565	58,159
1886-87 ...	3,153	1,205,159	1,568	2,331,240	4,721	3,536,399	671	54,198
1887-88 ...	3,164	1,135,446	1,532	2,360,937	4,696	3,496,383	816	67,583
1888-89 ...	2,856	896,598	1,567	2,487,854	4,423	3,384,452	816	75,124
1889-90 ...	2,854	905,306	1,627	2,623,030	4,481	3,528,336	853	73,459
1890-91 ...	2,717	772,693	1,831	2,870,715	4,548	3,643,408	793	66,438
1891-92 ...	2,551	708,371	2,157	3,427,402	4,708	4,135,773	676	86,653
1892-93 ...	2,782	759,331	1,803	2,846,657	4,585	3,605,988	640	95,445

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on 28 December, 2018